MINUTES

PUBLIC UTILITIES COMMISSION

January-June 1975

RESOLUTIONS 75-0001 - 75-0276

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M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

January 14, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:35 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph J. Diviny

The minutes of the regular meeting of the Commission held December 10, 1974, were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Berman, the Commission ratified the following resolution approved by telephone poll of the Commission on January 7, 1975:

75-0001 WD

Ratifying and approving settlement with Worthington Corporation in antitrust action - Water Meters - CCSF v. Neptune Meter Company, et al, USDC ND California, No. 50192 Civil

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the Commission ratified the following resolution approved by telephone poll of the Commission on January 7, 1975:

75-0002 WD

Award of WD Contract No. 1671 - Sunset Reservoir-North Basin Irrigation System, San Francisco - Diane Associates, Diablo, California - Amount, $17,133.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the Commission ratified the following resolution approved by telephone poll of the Commission on January 7, 1975:

75-0003 WD

Award of WD Contract No. 1670 - Cement Mortar Line 24-Inch, 20-Inch, and 8-Inch pipe in Howard, South Van Ness, Sanchez and Other Streets - Ameron, Inc., of Wilmington, California - Net amount, $198,460.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0004 HH

Utilities Agreement for future Pipeline No. 4 crossing R/W at Highway 99 near Beckwith Road, Stanislaus County

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0005 HH Supplemental Appropriation - $27,274 Real Estate Taxes - Hetch Hetchy Project

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0006 HH Declaration of Emergency - Electrical fault in 700 hp motor at Cable Car Powerhouse - Transit Power Division

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by by Berman, the following resolution was adopted:

75-0007 HH Award of HH Contract No. 499R - Moccasin and Early Intake, Re-roof Cottages - C. & F. Hulsey, Inc., Hulmur, Inc., dba Hulsey Roofing Company, of Stockton - Basic Price amount of $30,178.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0008 HH Professional Services Contract - Hydro Research Science

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0009 HH Award of HH Contract No. 502 - Ocean Avenue, Junipero Serra Boulevard to Harold Avenue - Underground Duct System - Amelco Electric, San Francisco - Amount, $196,148.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0010 WD Proposed amendments to Ordinance No. 450-73 relating to liens for unpaid water service charges

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0011 WD Setting public hearing date - Delinquent water accounts - Tuesday, February 11, 1975, at 2:30 pm

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0012 WD Completion of WD Contract No. 1630 - Excavation and Repaving for Water Service Trenches - $133,195.80, as modified

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0013 WD Write-off of accounts receivable, October 1974 Water Department

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0014 WD Approving collection of damage claims - December 1974 - Water Department

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0015 WD Bid Call, WD Contract No. 1613 - Laying of 12-Inch Ductile Iron Main in Filbert Street between Hyde and Gough Streets

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0016 WD Bid Call, WD Contract No. 1642 - Cutting in 42-Inch Butterfly Valva at Junipero Serra Blvd. and Holloway Avenue

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0017 WD

Bid Call, WD Contract No. 1668 - 16-Inch and 12-Inch Feeder Main Extension: 17th Street - Rhode Island to Hampshire Street and Harold Avenue - Ocean to Bruce Avenue

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0018 WD

Modification No. 2 of WD Contract No. 1550 - Debit $27,479.00 - Construction of Crystal Springs Balancing Reservoir and Pumping Station - Stolte, Inc., Contractor - Debit $27,479.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0019 MR

Setting public hearing date of January 28, 1975 at 2:30 p.m. - Grant application with U. S. Department of Transportation for Municipal Railway improvement program

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0020 MR

Bid Call, MR Contract No. 711 - Washington-Mason Cable Carbarn and Geneva Carhouse, Install Fire Extinguishers

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0021 MR

Award of MR Contract No. 710 - Presidio Building Garage Ceiling, Repair to Concrete Slabs around Skylights - William McIntosh & Son of San Francisco - Lump sum $7,711.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0022 MR

Approving compromise settlements and collections of damage claims - November 1974

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0023 MR Approving payment of claims - Month of November 1974

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0024 MR Appointments to Board of Supervisors' Committee for Transit Improvement

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0025 MR Kinetic Energy Wheel Program

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0026 MR Transfer of Funds - $600,000 Materials and Supplies

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0027 GO All Utility Departments - Annual depreciation expense 1973-74

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion Berman, seconded by Carey, the following resolution was adopted:

75-0028 GO Requests for Transfer of Funds $10,000 or less, and Allotments - First Quarter 1974-75

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0029 HH Declaration of Emergency - Repair of Dion R.Holm Powerhouse Generator No. 2

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0001-MR Approving payment of claims against the Municipal Railway in total amount of $107,898.84

Vote: Ayes-Flynn, Byrne, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 75-0009--Award of HH Contract No. 502 and waiving technical defects in bidder failing to submit the entire contract plans and specifications with the proposal and not writing the total price in words.

Commissioner Dennis V. Carey asked for an explanation as to the definition of "major" or "minor" defects. Acting Utilities General Counsel Jerome Cohen advised the Commission that bid requirements must reflect the best interest of the public entity and must not result in giving one competitive bidder advantage over another. A technical defect is an irregularity that in no way affects the competitive response. It is the Commission's decision to waive a defect and award the contract to the low bidder, if it is in the City's interest to do so.

Marguerite Warren, of the Sunset Community Improvement Club, remarked on the variance between the low bid and the department estimate, and asked whether any exceptions were made, or was this "a sign of the times."

Oral L. Moore, Hetch Hetchy General Manager, assured the Commission the low bidder, Amelco Electric of San Francisco, was completely responsive, took no exceptions in the bid, and should do the job as well as any of the bidders.

Mr. Moore felt that the price variance was due to the number of bids received (9), whereas the last time a contract of similar nature was undertaken only three bidders responded.

Commissioner Joseph P. Byrne noted that limited private construction is currently available, and contractors are bidding competitively on City, State, and Federal projects.

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Resolution No. 75-0010--Proposed amendments to Ordinance 450-73, Sections 5, 6, 8, 9, 10 and 11, relating to liens for unpaid water service charges, to coordinate lien procedures with sewer service and industrial waste liens.

Arthur H. Frye, Jr., Water Department General Manager and Chief Engineer, explained that these amendments are for clarification of some of the wording and procedures for this lien on the property owner.

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Resolution No. 75-0018--Modification #2 of WD Contract No. 1550--Crystal Springs Balance Reservoir and Pumping Station - debit $27,479.

Mr. Frye gave a brief description of the 14 modifications. Three are credit items totaling $4100; several items concerning electric circuits, and some items concerning safety. The largest item of $12,000 was due to discovery that the Pulgas tunnel wall is 5 feet thick in some places--a sharp variance from the 12 to 18 inches shown on the old Pulgas tunnel plans.

Mr. Frye said no further modifications are anticipated; the work is 96 percent completed.

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Resolution No. 75-0019--Setting public hearing date for grant application in total amount of $82 million with the U. S. Department of Transportation for amendments to the various UMTA programs already underway.

Discussion followed as to the advertising requirements in accordance with the directive from the Department of Transportation with respect to public hearings on applications for financial aid for these programs.

The Commission discussed Commissioner Carey's suggestion that the official newspaper ad be in bolder print and box letters in order to attract greater attention.

Secretary Thomas G. Flynn pointed out that in addition to official newspaper advertising, the ad is also carried in the local Chinese and Spanish newspapers in the respective languages, as well as the Sun Reporter and S.F.Progress. There is also a fairly elaborate system of notification through descriptive material mailed to approximately 200 neighborhood and public service groups throughout the City, along with help from the news, radio and TV media.

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Resolution No. 75-0025--Recommending the San Francisco Municipal Railway Improvement Corporation execute professional services agreement in amount not to exceed $20,000, with John M. Woods, Transportation Engineering Consultant, for a redirection of the program to develop the Kinetic Energy Wheel (KEW) concept that could free Municipal Railway's electric trolley coaches from the total dependency upon overhead wires. Funds for the studies are to be provided by Urban Mass Transportation Administration (UMTA).

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, explained that UMTA has terminated the contract with Lockheed Missiles and Space Corporation to develop and test two flywheel packages. UMTA had executed two contracts--one with Lockheed for $900,000, and the other with the PUC for $215,000, consisting of $55,000 cash, with City's contribution being the supply of two trolley coaches and drivers valued at $160,000.

Lockheed recommended to UMTA discontinuing the contract because unanticipated expenses would increase the total cost of the KEW project by $696,000 and the cost of each KEW would be too high to justify the expense. The estimated cost of each KEW kit had risen from the expected $15,000 to $45,000.

After discussions with City and Lockheed, UMTA has asked the City to study alternate approaches to building a workable KEW package and set a March 20 deadline for a final report on the redirection of the program.

The idea of developing a KEW for the Muni was first conceived by Mr. Woods, and UMTA suggested that he be requested to submit a proposal for this new work.

Under the proposed agreements, Mr. Woods and Louis J. Lawson, an electrical engineer who has been working on electric fly wheel drive systems for public transit and industrial applications for the last 12 years, make the examinations. The objective will be to define where to begin in the research and development cycle to examine materials, their formation and other components utilized. The study is to develop the parameters in which the future development work can take place.

Mr. Woods and Mr. Lawson were present to answer Commission questions.

Dr. Christensen explained in answer to Commissioner Henry E. Berman's questions about the financing, that the funds will come from the $55,000 UMTA funds already established in City's budget for the KEW project. The coach which Lockheed has broken down to use as a development model will be restored by Lockheed and returned about March 8 in full working order in accordance with City's specifications

Miss Warren asked if installation of the KEW packages in City's new transit equipment would present problems.

Dr. Christensen said the wheel in its present configuration is designed to fit within certain space within the trolley coach, as it is currently being built. Additional study will be conducted on the possible application for the following classes of vehicles: downtowner bus or van, personal rapid transit, trolley coach, diesel coach, rapid rail, and wayside vs. on-board flywheels for rapid rail vehicles.

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Resolution No. 75-0026--Approving transfer of funds between appropriations of the Municipal Railway, amount $600,000, to augment depleted funds appropriated for purchase of materials, supplies, repair parts and other operational necessities. Funds transferred are available at this time because of delays beyond City's control in implementing Muni/BART route coordination and fare discounts.

Dr. Christensen presented a report on the Muni's financial status for the fiscal year, indicating possible resources and known shortfalls based on experience through the first half.

It appears, he stated, that amounts currently appropriated to Muni will be adequate for the fiscal year 1974-75. However, the situation could be modified by gas shortages, rationing, or other events beyond City's control.

As to passenger damage claims, while the number of claims filed is down slightly, the effects of inflation have raised the cost per claim an average of 20 percent. If recent experience continues, Dr. Christensen estimated, approximately $550,000 to $600,000 will be needed to supplement the Claims Appropriations Account to complete the fiscal year. This would be accomplished through transfer of funds.

Mr. John Madden, Chief Accountant of the Muni, presented a detailed explanation of the pro forma forecast of operations for the balance of the fiscal year.

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Commissioner Berman suggested that in view of the President's economic and energy programs proposed to Congress which would substantially raise the cost of gasoline and other fuels, a report should be submitted showing the effect on the 1974-75 Utilities budget of any fuel cost changes as soon as firm figures and guidelines are available.

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Communications:

Commission President H. Welton Flynn announced that Mayor Alioto notified the Metropolitan Transportation Commission on January 2,1975, that he has reappointed John D. Crowley, General Manager of Public Utilities, as his representative on that Commission, effective February 10, 1975, to serve for four years.

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General Manager of Public Utilities Calendar Items:

Lawrence B. Martin, President of the Transport Workers Union, Local 250A, was present with Doris Yamasaki, who pinned "Muni Loves You" buttons on each Commissioner's lapel to call attention to Muni's "Wedding of the Year" campaign. The "wedding" will take place Wednesday when Muni drivers will hand out 100,000 of the red buttons. The intent is to get the public's attention as part of an informational campaign to build good will toward the Muni. James H. Leonard, Public Service Director, described the program, and explained that $4400 had been expended on this and several other informational projects.

Mr. Leonard announced that January 29 is a tentative date for the public presentation of the new Muni design program at the Potrero Division.

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Secretary Flynn gave a brief explanation of what the departments of the PUC are doing to participate in the federal Emergency Employment Act program in San Francisco.

Of the 117 positions requested by PUC, it appears about 75 may be authorized. These include conservation aides, grounds and security patrol and transit information clerks. The program has been voted through June 30, 1975, but the consensus is that it very likely will be extended. The classifications are established by the government, with maximum pay set at $835 per month.

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Roll Call:

Commissioner Carey presented a progress report on the Muni Security Patrol program. Currently there are 38 people on assigned work in conjunction with the Crime Prevention Unit of the Police Department. The third class commences training the 15th of this month, and becomes operative February 1st.

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Commissioner Carey reported that he and Mr. Leonard attended the Galileo High School "Block G" athletic awards dinner on January 10. On behalf of the Municipal Railway, Mr. Carey presented the Galileo championship football team with a trophy. Commissioner Carey informed his fellow commissioners that he "committed" them to contributing $100 to help finance next year's "Block G" awards dinner.

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Commissioner Flynn asked for a report on the status of Municipal Railway uniform deliveries to operating personnel. Railway General Manager Curtis E. Green reported that all operators are now equipped, and most have full uniforms.

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Commissioner Carey requested a report on equipment storage security.

Mr. Green explained problems with security resulting from crowded conditions at Muni facilities, and the limited number of patrolmen. The new facility at 22nd and Indiana Streets will have the necessary protection devices and fences. Meanwhile, additional security personnel have been requested through Emergency Employment Act employments.

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THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0001

WHEREAS, the City and County of San Francisco, a municipal corporation, is the plaintiff in a civil action for damages under the Federal Antitrust Laws, under the caption "City and County of San Francisco, a municipal corporation, Plaintiff, v. Neptune Meter Company, Rockwell Manufacturing Company, Badger Meter Manufacturing Company, Hersey-Sparling Meter Company, and Worthington Corporation, Defendants," in the United States District Court for the Northern District of California, No. 50192 Civil; and

WHEREAS, the defendant Worthington Corporation has made an offer to the plaintiff City and County of San Francisco in the above entitled action by way of compromise and settlement of claims based on transactions of said settling defendant which are included, among others, in said action; and

WHEREAS, the City and County and said settling defendant Worthington Corporation have agreed to compromise and settle said claims against said settling defendant, on execution of instruments in form satisfactory to the City Attorney, whereby said settling defendant shall pay to the City and County of San Francisco the sum of Eleven Thousand Six Hundred Dollars ($11,600) in settlement of said claims; and

WHEREAS, the aforesaid sum of Eleven Thousand Six Hundred Dollars ($11,600) represents a proportionate share of all plaintiffs' settlements, except Kansas City, Missouri, in the amount of Two Hundred Thirty Thousand Dollars ($230,000), Kansas City, Missouri has a separate settlement of Fifty Thousand Dollars ($50,000); and

WHEREAS, an additional Thirty Thousand Dollars ($30,000) has been set aside out of the aforesaid Two Hundred Thirty Thousand Dollars ($230,000) to cover legal fees to the law office of Joseph L. Alioto, liaison counsel for all plaintiffs, and for costs incurred by plaintiffs to be disbursed pursuant to agreement of the plaintiffs or by order of court; and

WHEREAS, no proportionate share of the aforesaid Thirty Thousand Dollars ($30,000) will be paid to the law office of Joseph L. Alioto by the City and County of San Francisco for legal fees;

NOW, THEREFORE, BE IT RESOLVED:

1. That said compromise and settlement with the settling defendant Worthington Corporation is hereby ratified and approved.

2. The City Attorney of the City and County of San Francisco is hereby authorized to execute any and all instruments which shall be required in connection with effectuating said compromise and settlement with the settling defendant Worthington Corporation, as provided herein.

3. The City Attorney of the City and County of San Francisco is hereby authorized to dismiss, with prejudice, said Action No. 50192 Civil, as to the settling defendant Worthington Corporation.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0001

4. Neither this resolution, nor any provision hereof, instrument executed hereunder, or acts taken pursuant to any of the same, shall constitute, or be construed as, a release, waiver or relinquishment of any claim or cause of action against any other defendant in said Action No. 50192 Civil, or against any other person or entity.

ADOPTED

Ayes: Commissioners Flynn, Byrne, Diviny, Berman, Carey

Nay:

Abstaining:

Absent:

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975 by telephone vote on January 7, 1975, and ratified

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0002

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1671 - Sunset Reservoir - North Basin Irrigation System, San Francisco, California - to Diane Associates in the amount of $17,133.00; that minor irregularities be waived and all other bids for the above described work are hereby rejected.

The irregularities consist of omission of the following contract documents:

Page 7 - Experience and Credit References
Page 8 - List of Equipment
Page 9 - Subcontractor
Page 10 - Affidavits

ADOPTED

Ayes: Commissioners Flynn, Byrne, Diviny, Berman, Carey

Nay:

Abstaining:

Absent:

by telephone vote on January 7, 1975, and ratified

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1670 - Cement Mortar Line 24-Inch, 20-Inch and 8-Inch Pipe In Howard, South Van Ness, Sanchez and Other Streets - to Ameron, Inc., in the net amount of $198,460.00, and all other bids for the above described work are hereby rejected.

ADOPTED

Ayes: Commissioners Flynn, Byrne, Diviny, Berman, Carey

Nay:

Abstaining:

Absent:

by telephone vote on January 7, 1975, and ratified

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Thomas A. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0004

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities, for and on behalf of this Commission, to execute that certain State of California Department of Transportation Utilities Agreement No. 10Ut1009-B, providing funds to the City and County of San Francisco for the cost of a 120-inch conduit for the City's future use in placing City's Pipeline No. 4 across Route 99 near Beckwith Road, Stanislaus County, at an estimated cost of $110,047.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

RECEIVED

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0005

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for Hetch Hetchy Water and Power as follows:

FROM:	ACCOUNT NO. 1990 - UNAPPROPRIATED BALANCE OF FUNDS HETCH HETCHY WATER & POWER	$27,274
TO:	APPROPRIATION - 4.755.800.000 - FIXED CHARGES	27,274

to provide funds for the second and final installment of Real Estate Taxes for Fiscal Year 1974-1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0006

WHEREAS, on December 30, 1974, one of the two large motors which drive the cable car system failed, due to an electrical fault in its windings; and

WHEREAS, this 700 horsepower motor must be repaired as soon as possible to insure continued operation of the cable car system; now, therefore, be it

RESOLVED, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner; and be it further

RESOLVED, That the Controller be and he is hereby requested to transfer funds in the amount of $22,000 from Appropriation 3.756.000.000 Reconstruction and Replacement Unallocated, to Appropriation 4.756.724.000 Emergency Repairs, 700 hp Motor at Cable Car Powerhouse, to provide for the payment of the emergency services necessary.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0007

RESOLVED, That this Commission hereby awards to C. & F. Hulsey, Inc., Hulmur, Inc. dba Hulsey Roofing Co., 132 North "F" Street, Stockton, California, as the lowest responsible bidder, Hetch Hetchy Contract No. 499R, Basic Price, Moccasin and Early Intake, Re-roof Cottages, in the amount of $30,178, and that all other bids for this work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0008

WHEREAS, The San Joaquin pipelines are being subjected to unusual wear because of sand and gravel carried from the Foothill Tunnel; and

WHEREAS, A sandtrap should be installed at Oakdale Portal to remove said sand and gravel before entering the pipelines; and

WHEREAS, The proper size and configuration of such a sandtrap must be determined by use of a hydraulic model of the structure; and

WHEREAS, The Hetch Hetchy Project does not have the facilities and the experienced personnel to make such hydraulic model studies; now, therefore, be it

RESOLVED, That the General Manager of Public Utilities is authorized to negotiate and enter into a contract with Hydro Research Science of Sunnyvale, California to make such studies.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-1009

RESOLVED, That this Commission hereby awards to Amelco Electric, 1330 - 16th Street, San Francisco, California as the lowest responsible bidder, Hetch Hetchy Contract No. 502, Ocean Avenue, Junipero Serra Boulevard to Harold Avenue, Underground Duct System, in the amount of $196,148, and that all other bids for this work are hereby rejected; and be it further

RESOLVED, that the technical defects in failing to submit the entire contract plans and specifications with the proposal and in writing the total price in words are hereby waived.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0010

RESOLVED, That this Commission approves the amendments to Sections 5, 6, 8, 9, 10 and 11 of Ordinance No. 450-73 passed by the Board of Supervisors on October 29, 1973, relating to liens for unpaid water service charges, to coordinate lien procedures with sewer service and industrial waste liens and making other clarifying changes; and, be it

RESOLVED, That this Commission recommends the adoption of this proposed amending Ordinance by the Board of Supervisors; and be it further

RESOLVED, That the Secretary shall transmit this resolution and the proposed amending Ordinance to the Board of Supervisors for its consideration and action.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

FILE NO._____ ORDINANCE NO._____

AMENDING ORDINANCE NO. 450-73, Sections 5, 6, 8, 9, 10 AND 11, RELATING TO LIENS FOR UNPAID WATER SERVICE CHARGES, TO COORDINATE LIEN PROCEDURES WITH SEWER SERVICE AND INDUSTRIAL WASTE LIENS, AND MAKING OTHER CLARIFYING CHANGES.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Sections 5, 6, 8, 9, 10 and 11 of Ordinance No. 450-73 are amended to read as follows:

Sec. 5. Lien Proceedings; Additional Request For Payment; Warning Notice: When the Department has rendered service and has presented the owner, or the customer when the latter is not the owner, with a bill for such service on a continuing account, and such bill remains unpaid, Department shall mail to the owner an additional written request for payment upon expiration of not less than thirty (30) days following billing. In the case of accounts that are closed without payment in full the Department shall immediately upon such closing mail to the owner the additional written request for payment.

The additional written request for payment shall include information as to the amount due and a warning notice that if the amount due is not paid within thirty (30) days proceedings to establish a special assessment lien against the real property to which the service was furnished will be instituted, and if the lien is established and recorded, penalties and interest pursuant to this ordinance will accrue. The form and content of said notice shall be approved by Manager.

Sec. 6. Lien Proceedings; Delinquent Accounts In Excess of One Hundred Dollars; Report and Notice. If payment is not received within thirty (30) days following mailing of the additional request the account shall be deemed to be delinquent. Delinquent accounts in excess of One Hundred ($100) Dollars which are to be subjected to the

lien procedure shall be reported to Commission by Manager at least once each quarter. Said report for each such delinquent account shall contain the owner's name, the amount due, and a description of each parcel to be subjected to the lien procedure. The descriptions of the parcels shall be those used for the same parcels on the Assessor's map books for the current year. Upon receipt of such report, Commission shall fix a time, date and place for hearing the report and any protests or objections thereto, and shall cause notice of the hearing to be mailed to each owner of the parcels of real property described in the report not less than ten (10) days prior to the date of hearing.

Sec. 8. Lien Proceedings; Special Assessment Priority. Upon confirmation of the report by Commission, the delinquent charges contained therein shall constitute a special assessment against the property to which the services were rendered.

The assessment shall be subordinate to all existing special assessment liens previously imposed upon the property and paramount to all other liens except those for state, county and municipal taxes with which it shall be upon parity. The lien shall continue until the assessment and all interest and penalties due and payable thereon are paid. All laws applicable to the levy, collection and enforcement of municipal taxes shall be applicable to said special assessments.

Sec. 9. Recordation; Charges. Commission shall cause the confirmed and verified report to be recorded in the County Recorder's office as soon as practicable. The special assessment lien on each parcel of property described in said report shall carry additional charges for administrative expenses of Thirty-One ($31) Dollars or ten percent (10%) of the amount owed, whichever is higher, and a rate of one percent (1%) per full month compounded monthly from the date of the recordation of the lien on all charges due. Provided, however,

if a lien for either unpaid sewer service charges, or unpaid industrial waste charges, or both, are recorded and such liens and the lien created by this Ordinance are paid at the same time, said liens shall be deemed to be one lien for the purpose of determining additional charges under this section.

Sec. 10. Filing with Controller and Tax Collector; Distribution of Proceeds. Commission shall cause a certified copy of each confirmed report to be filed with the Controller and Tax Collector within ten (10) days after confirmation of the report, whereupon it shall be the duty of said officers to add the amount of said assessment to the current tax roll, thereafter said amount shall be collected at the same time and in the same manner as ordinary City and County taxes are collected, and shall be subject to the same procedure under foreclosure and sale in case of delinquency as provided for ordinary taxes of the City and County of San Francisco.

Except for the release of lien recording fee authorized in Section 11, all sums collected by the Tax Collector pursuant to this Ordinance shall be deposited to the credit of the Water Department operating account.

Sec. 11. Release of Lien; Recording Fee. On payment to the Tax Collector of the special assessment, the Tax Collector shall cause to be recorded a Release of Lien with the County Recorder, and from the sum collected pursuant to Section 9, shall pay to the County Recorder a recording fee of Six ($6.00) Dollars; provided, however, if a lien for either unpaid sewer service charges, or unpaid industrial waste charges, or both, are to be released at the same time, the Release of Lien shall encompass both such liens for the same fee.

APPROVED AS TO FORM:

THOMAS M. O'CONNOR, City Attorney

By McMorris M. Dow
Deputy City Attorney

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0011

RESOLVED, That in accordance with Ordinance No. 450-73, this Commission does set 2:30 p.m. on February 11, 1975, for a special assessment lien hearing on the report of delinquent water accounts in excess of one hundred dollars ($100.00) and any protests or objections hereto will be heard at that time: and, be it further

RESOLVED, That the Secretary of the Commission shall notify the owners of the properties listed in the report by letter at the official address of the owner maintained by the Tax Collector of the City, not less than ten (10) days prior to the date of the hearing.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0012

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $804.20; approves Final Payment in amount of $13,376.57, in favor of Bepco, Inc., under Water Department Contract No. 1630, Excavation and Repaving For Water Service Trenches.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Thomas A. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0013

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of October, 1974 in the amount of $3,025.50 per San Francisco Water Department list of October 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0014

RESOLVED, That this Commission hereby approves collections, month of December 1974, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $984.56, per list dated December 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0015

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1613--Laying of 12-Inch Ductile Iron Main in Filbert Street between Hyde and Gough Streets

and be it further

RESOLVED, That the activity described hereon has been declared by the Department of City Planning to have a negative effect on the environment under File No. EE-74.6 dated March 1, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-2016

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1642 - Cutting In 42-Inch Butterfly Valve at Junipero Serra Boulevard and Holloway Avenue

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1 as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1668 - 16" and 12" Feeder Main Extension 17th Street - Rhode Island to Hampshire Street and Harold Avenue - Ocean to Bruce Avenue

and, be it further

RESOLVED, That the proposed work on Harold Avenue is categorically exempt from the California Environmental Quality Act under Class 1b as set forth in the list adopted by the City Planning Commission on April 26, 1973, and the work on 17th Street declared by the Department of City Planning to have a negative effect on the environment under File No. EE 74.273 dated November 8, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 14 1975

James A. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0018

RESOLVED, That this Commission hereby requests the Controller's certification of Debit Modification No. 2 of Water Department Contract No. 1550, Construction of Crystal Springs Balancing Reservoir and Pumping Station, Stolte, Inc., Contractor, in the net amount of $27,479.00 for 1) redesign berm to meet cover requirement of transmission mains; 2) add conduit and conductors to meet pump station power requirements; 3) realign pipe to avoid destruction of several well-established oak trees; 4) revise design connection of existing tunnel wall conditions; 5) required floor drain at each pump to remove gland seal water; 6) required conduit sealing bushings to eliminate ground water seepage into power and control equipment; 7) clean and sandblast walls before waterproofing; 8) required additional electronic trip to protect pumps from low suction level; 9) pressure taps to monitor pump suction pressures; 10) revision of berm to relocate reservoir control cabinet; 11) access to wet well for maintenance of slide gates and wet well area; 12) credit for elimination of reduced wall height to provide most economic pump discharge head; 13) credit for elimination of specified strap thickness not necessary for intended use and 14) credit for elimination of specified aluminum roof closures not necessary for roof construction.

Be it further

RESOLVED, That this Commission hereby requests the Controller to approve a transfer of $18,000.00 from Appropriation No. 861.050.000 unallocated to Appropriation No. 861.050.008 - Balancing Reservoir and Pumping Plant to provide the necessary funds for modification of contract.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

James G. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-2019

RESOLVED, That in conformance with the requirements of the Urban Mass Transportation Assistance Act of 1964 as amended, that a public hearing be held before submission of a capital grant application to the United States Department of Transportation, this Commission does hereby fix Tuesday, January 28, 1975 at the hour of 2:30 p.m., in Room 282, City Hall, San Francisco, California as the time and place for public hearing for the purpose of considering four programs for which financial assistance is being sought from the Urban Mass Transportation Administration, generally described as follows:

Municipal Railway Transit Equipment Program (UMTA Project No. CA-03-0022)	$8 Million
Municipal Railway Transit Improvement Program (UMTA Project No. CA-03-0043)	$17 Million
Hetch Hetchy Water and Power Department Power Improvement Program (UMTA Project No. CA-03-0056)	$28 Million
Municipal Railway System Improvement Program (UMTA Project No. CA-03-0078)	$29 Million

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission
at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0020

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Municipal Railway Contract No. MR-711--Washington-Mason Cable Carbarn and Geneva Carhouse, Install Fire Extinguishers,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission July 5, 1974, Class 1D.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of JANUARY 14 1975

Thomas M. Tyson

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0021

RESOLVED, That this Commission hereby awards to William McIntosh & Son, 635 Texas Street, San Francisco, California, 94107, the lowest responsible bidder, for Municipal Railway Contract No. MR-710, Presidio Building, Garage Ceiling, Repair to Concrete Slabs Around Skylights, the lump sum amount of $7,711.00 (Base Bid), and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0032

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of November, 1974 -- total amount billed: $4,463.11; total compromise settlements: $2,465.04 -- and approves collections, month of November, 1974, in the amount of $4,544.68 for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of December 4, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

James M. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0023

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $38,142.31, made by the Municipal Railway, month of November, 1974, per Revolving Fund Payment Requests Nos. 7203, 7209, 7211, 7218, 7227, 7228 and Request for Warrant Nos. 74-51, 74-54, 74-55.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0021

RESOLVED, That Resolution No. 73-0440, adopted November 27, 1973, as amended by Resolution No. 74-0041, dated January 30, 1974, appointing two members of the Public Utilities Commission to the Board of Supervisors Committee for Transit Improvement, is hereby amended as follows:

Commission Member	Add	Henry E. Berman Commissioner
	Delete	Joseph P. Byrne Commissioner
Staff Member	Add	Curtis E. Green Municipal Railway General Manager
	Delete	John W. Madden Chief Accountant PUC

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0035

WHEREAS, The San Francisco Municipal Railway will be operating 345 electric trolley coaches under its current improvement program; and

WHEREAS, It is highly desirable that a means for operating these coaches off wire be developed; and

WHEREAS, The concept of a Kinetic Energy Wheel has shown great promise in providing the off wire capability; and

WHEREAS, The production costs involved in a complete equipping of the trolley coach fleet with Kinetic Energy Wheels must be brought within an economically feasible level; now, therefore, be it

RESOLVED, That this Commission fully supports the efforts to improve electric trolley coach operations and directs the General Manager of the Public Utilities Commission to vigorously pursue every opportunity presented to this end; and, be it further

RESOLVED, That this Commission recommends to the San Francisco Municipal Railway Improvement Corporation execution of the proposed contract in order to further these objectives and to assist the Urban Mass Transportation Administration in a redirection of this program; and, be it further

RESOLVED, That the funds for this contract are to be provided by the Urban Mass Transportation Administration in an amount not to exceed $20,000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Thomas J. Flynn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-1026

WHEREAS, the Municipal Railway requires an adequate supply of materials and supplies for repair parts and other operational necessities, and

WHEREAS, funds budgeted for such repair parts and operational necessities are insufficient to complete the fiscal year due to a combination of factors including double-digit price inflation, increasing lead times for deliveries, the advanced age of Muni rolling stock, reduction in budgeted funds and demands for additional passenger service, and

WHEREAS, due to circumstances beyond the control of the Municipal Railway and this Commission, implementation of certain Muni/BART route coordination has been delayed with the concurrent postponement of budgeted expenditures, and

WHEREAS, these funds can, with approval, be utilized for the purchase of urgently needed materials and supplies, now, therefore, be it

RESOLVED, that this Commission approves, in accord with provisions of charter section 6.305, the transfer of $600,000 from appropriation

4.735.900.735 Services of other departments - Muni/BART Coordination

To appropriation

4.735.300.000 Materials and Supplies

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission, in accordance with the recommendation of the General Manager of Public Utilities, hereby approves the report of Department Managers and establishes in accordance with the provisions of Section 6.407 of the Charter, the amount of reasonable annual depreciation expense for the fiscal year 1973-1974 of the utilities under the jurisdiction of the Commission as follows:

DEPARTMENT	REASONABLE ANNUAL DEPRECIATION 1973-1974
Municipal Railway	$2,417,251
Water Department	3,492,844
Hetch Hetchy Project	4,126,214
	$10,036,309

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0129

RESOLVED, That this Commission does hereby approve requests for transfer of funds in the amount of $10,000.00 or under and the requests for allotments submitted to the Controller during the First Quarter 1974-1975 as per attached lists.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 14 1975

Secretary and Assistant General Manager

CONFIRMATION OF ALLOTMENTS AND TRANSFERS
1st QUARTER - 1974 - 1975

RECAPITULATION

ALLOTMENTS:	
Hetch Hetchy	$894,223.00
P.U.C.	33,718.00
San Francisco Water Department	2,165,227.50
Municipal Railway	7,282,972.00
TRANSFERS:	
Hetch Hetchy	4,000.00
San Francisco Water Department	11,250.00
TOTAL ALLOTMENTS AND TRANSFERS	$10,391,390.50

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING - SEPTEMBER 30, 1974

ALLOTMENT

- GENERAL OFFICE				
OM	TO	DATE	AMOUNT	REASON
.200.000	-	6/17/74	$5,000.00	To allot additional funds to cover Fiscal Year encumbrances to be encumbered during the first quarter of the Fiscal Year, such as encumbrances for storage of P.U.C. automobiles, rental of Xerox machine and official advertising.
.200.000		8/02/74	4,000.00	To allot additional funds to cover Fiscal Year encumbrances to be encumbered during the first quarter of the Fiscal Year, such as encumbrances for storage of P.U.C. automobiles, rental of Xerox machine and official advertising.
5.300.000		6/17/74	1,000.00	To allot additional Funds to cover Fiscal Year encumbrances to be encumbered during the 1st quarter of the fiscal year, such as encumbrances for the purchase of gas and oil and the purchase of office supplies.
5.300.000		8/20/74	1,000.00	To allot additional funds to cover Fiscal Year encumbrances to be encumbered during the 1st quarter of the fiscal year, such as encumbrances for the purchase of gas and oil and the purchase of office supplies
05.800.000		7/22/74	4,067.00	To allot funds in full to cover Fiscal Year encumbrances to be encumbered during the 2nd quarter I.E. Insurance premiums, membership dues
05.900.000		7/23/74	18,651.00	To allot funds in full to cover the encumbrances by work order of funds for the entire fiscal year for legal services performed by the City Attorney' office.

TO	DATE	AMOUNT	REASON
MENTS - (Continued)			
HETCHY WATER AND POWER			
.200.000	6/24/74	$20,000.00	To allot additional funds to cover fiscal year encumbrances to be encumbered during the 1st quarter of the Fiscal Year, such as encumbrances for Transportation by Helicopter, Insulation Testing service, rental of Xerox Machine and maintenance and installation service of radio-telephone system.
5.216.000	7/11/74	3,000.00	To allot additional funds to cover expenditures & encumbrances for repairs to Hetch Hetchy automobi
5.216.000	8/01/74	1,500.00	To allot additional funds to cover expenditures & encumbrances for repairs to Hetch Hetchy Automobi
5.800.000	6/24/74	718,837.00	To allot additional funds to cover fiscal year encumbrances to be encumbered during the 1st quarte of the Fiscal Year, i.e., insurance premium, taxe and membership dues.
55.900.000	6/24/74	150,886.00	To allot additional funds to cover six months encumbrances of funds to be encumbered during the 1st quarter of the Fiscal Year for Electronic Data Processing and services of Hetch Hetchy Engineering Division.
FRANCISCO WATER DEPARTMENT			
745.200.000	6/24/74	$ 150,000.00	To allot additional funds to cover Fiscal Year encumbrances to be encumbered during the 1st quarte of the fiscal year, such as encumbrances for gardening services services of the Real Estate Department, building repairs, reproduction servic rehabilitation of water meters, storage of automobiles and rental of Xerox Machine.
745.300.000	6/24/74	200,000.00	To allot additional funds to cover Fiscal Year encumbrances to be encumbered during the 1st quarte of the Fiscal Year for the purchase of Chemicals.

TO	DATE	AMOUNT	REASON
MENTS - (Continued)			
RANCISCO WATER DEPARTMENT-Continued			
.800.000	6/27/74	$1,675,561.00	To allot funds in full to cover fiscal year encumbrances to be encumbered during the 1st quarter of the Fiscal Year, i.e., insurance premiums, Taxe claims, assessments and membership dues.
5.954.000	6/24/74	139,666.50	To allot additional funds to cover six months encumbrances of funds to be encumbered during the 1st quarter of the Fiscal Year for Electronic Dat processing.
CIPAL RAILWAY			
5.200.000	7/01/74	130,000.00	To allot funds for encumbrances for the Fiscal Yea such as maintenance and repair to Electric Transi equipment, carpentry, machine work. Radio communi tion and security services.
35.244.000	7/01/74	20,000.00	To allot funds for the Fiscal Year for tire rental
35.266.000	7/01/74	50,000.00	To allot funds for the Fiscal Year for litigation court costs.
35.384.000	7/06/74	138,750.00	To allot funds for encumbrances for the Fiscal Yea for clothing and individual equipment.
35.391.000	7/01/74	100,000.00	To allot funds for the Fiscal Year for Fuels & Lubricants.
735.800.000	7/01/74	77,479.00	To allot funds for encumbrances for the Fiscal Yea such as insurance premiums, rents and membership dues.
735.804.000	7/01/74	350,000.00	To allot funds for encumbrances for damage claims for the fiscal year.
735.863.000	7/01/74	5,639,630.00	To provide funds for payment into S.F.M.R. Platfor operation trust fund and Social Security for the year.
735.900.000	7/01/74	259,037.00	To provide funds for encumbrances for services of other departments, engineering & Electronic Data Processing

TMENTS - Continued

1	TO	DATE	AMOUNT	REASON
ICIPAL RAILWAY - Continued				
35.900.000		7/06/74	$ 518,076.00	To allot additional funds for encumbrances for services of other departments, engineering and Electronic Data Processing.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING - SEPTEMBER 30, 1974

:FERS

	TO.	DATE	AMOUNT	REASON
FRANCISCO WATER DEPARTMENT				
6.000.000	3.746.706.000	8/26/74	$7,750.00	To provide additional funds for the certification of S.F.W.D. Contract No. 1655 - Paving Access Roads from Mission Blvd. to Irvington Portal (Alameda County)
6.000.000	2.746.713.000	9/24/74	3,500.00	To provide funds to cover costs of Water Department contract No. 1643-R - Repair fences, Lombard Reservoir.
:H HETCHY WATER AND POWER				
56.000.000	3.745.702.000	9/30/74	$4,000.00	To provide additional funds for replacement of interior lighting system at O'Shaughnessy Dam.- (H.H. Contract No. 484)

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-3029

WHEREAS, On January 5, 1975, at approximately 1826 hours, the 13,800 volt stator winding of Generator No. 2 at Dion R. Holm Powerhouse failed, resulting in damage to a coil; and

WHEREAS, This failure has impaired the operation of said powerhouse; and

WHEREAS, This failure, through reduced generation of electric power and energy, will result in loss of revenue to the City and County of San Francisco; and

WHEREAS, Generator No. 2 must be restored to service as soon as possible in order to restrict City's revenue loss to a minimum; now, therefore, be it

RESOLVED, That time being of the essence, the Commission, in accordance with the provisions of Section 6.30 of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner; and be it further

RESOLVED, That the Controller be, and he is hereby requested to transfer funds in the amount of $6,000 from Appropriation No. 3.756.000.000 Reconstruction and Replacement-Unallocated, to Appropriation No. 4.756.725.000-Emergency Repairs to Holm Generator No. 2, to provide for said emergency repairs and related services necessary.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 14 1975

Thomas J. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0001-MR 1-14-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Foo Gong	73 B 5053-1 $3,421.05	1-4	2-2-74	B	$ 2,685.12
Litigated Settlements - CA Office					
Barbara Blank, now an adult	72 T 0231-1 $75,000.00	5-3	8-18-72	A	3,500.00
Imelda Christensen	69 B 0745-1 $5,000.00	4-7+	9-15-69	A	3,500.00
Charles Alfred Doty	71 S 0461-1 $75,000.00	11-1	1-25-72	A	15,000.00
Jean Geraghty	72 S 0673-1 $15,000.00	3-6	2-22-73	A	2,750.00
Richard Johnston	72 C 0319-1 $50,000.00	1-3	2-17-73	(A $4,250) (B $ 750)	5,000.00
Winston Major	71 B 1565-1 $50,000.00	1-3	1-22-72	(A $1,900) (B $ 100)	2,000.00
Veronica Nelson	70 T 1805-2 $25,000.00	15-3	4-23-71	A	3,250.00
Raymond Pun and Winifred Pun	72 C 0002-1 $25,000.00 (Raymond)	18-3	7-1-72	(A $2,500)	
	72 C 0002-2 $25,000.00 (Winifred)	18-3	7-1-72	(A $3,500)	6,000.00
Linda Shanklin, guardian ad litem of Jason Shanklin, a minor	71 B 1619-1 $30,000.00	16-1	1-28-72	A	2,000.00
Mary J. Spiller	70 T 1462-1 $75,000.00	1-7	1-22-71	A	9,500.00
Ralph Thompson	71 B 1995-2 $30,000.00	8-3	3-21-72	A	3,000.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Judgments					
Martha Chesley, guardian ad litem of Joyce Elston, a minor	71 B 0577-1 $100,000.00 (includes $697.88 costs, plus interest if demanded)	1-4	7-17-71	A	$ 34,197.88
Maria C. Segovia	71 B 1222-1 $20,000.00 (includes $515.84 costs, plus interest if demanded)	8-6	12-8-71	A	15,515.84
					$ 107,898.84

Total settlements: 15

Appro. 4.735.804.000

AND RESOLVED, That the portion of Resolution 69-0612-MR adopted 8-26-69, pertaining to the sum of $639.84 payable to Roy Thomas Canizaro, be rescinded. This allotment was made from Appro. 9.735.804.000. (ED follows)

Roy Thomas Canizaro	68 C 0828-1 $1,268.00	1-3	5-30-69	B

AND RESOLVED, That the portion of Resolution 69-0797-MR adopted 11-13-69, pertaining to the sum of $545.24 payable to State Farm Mutual Automobile Insurance Company and Edmund M. Moy, be rescinded. This allotment was made from Appro. 9.735.804.000. (ED follows)

State Farm Mutual Automobile Insurance Company and Edmund M. Moy	69 T 0339-2 $572.59	1-3	8-16-69	B

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 14, 1975.

James P. Fox

Secretary and Assistant General Manager

1/14

Copy - Sent PCC members 1/9/75

OFFICE OF THE MAYOR
SAN FRANCISCO

JOSEPH L. ALIOTO

January 2, 1975

Mr. Paul C. Watt
Executive Director
Metropolitan Transportation Commission
Hotel Claremont
Berkeley, CA 94705

Dear Mr. Watt:

In response to your correspondence of July 31, 1974, concerning appointments to the next term of the Metropolitan Transportation Commission, please accept this letter as notification to you of my reappointment of Mr. John D. Crowley as my representative on the Metropolitan Transportation Commission effective February 10, 1975, to serve until February 9, 1979.

With Mr. Crowley's wide experience, background and knowledge of transportation in many distinct areas of this important field I am certain he will continue to make valuable contributions as a member of the Metropolitan Transportation Commission.

Sincerely,

Joseph L. Alioto

Joseph L. Alioto
Mayor

TO: MEMBERS OF THE PUBLIC UTILITIES COMMISSION
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Henry E. Berman
Joseph J. Diviny
Dennis V. Carey

FROM: JOHN D. CROWLEY
General Manager of Public Utilities

DATE: December 13, 1974

SUBJECT: Antitrust Actions - Water Meters
City and County of San Francisco v.
Neptune Meter Company, et al.,
USDC ND California, No. 50192 Civil
Settlement - Worthington Corporation

The City Attorney's office and I have conferred on a proposed settlement offer made to the several plaintiffs, including the City and County of San Francisco, by Worthington Corporation, one of the defendants in the above mentioned action. Said offer is by way of compromise and settlement of claims of the several plaintiffs against said settling defendant for purchases of the products in question.

On October 22, 1968 pursuant to the provisions of the Clayton Act, the City Attorney's office filed an action in the United States District Court for the Northern District of California, No. 50192 Civil, naming as defendants Neptune Meter Company, Rockwell Manufacturing Company, Badger Meter Manufacturing Company, Hersey-Sparling Meter Company (now Hersey Products, Inc.), and Worthington Corporation. The complaint alleges violations of the Sherman and Clayton Acts by manufacturers of domestic and commercial water meters and parts therefor.

After the institution of the City's action, other cases were filed in different judicial districts by various other governmental entities in California and other states. Later, all such actions were consolidated in the District Court for the Northern District of California.

The City's action further alleges a nationwide conspiracy, the initial date of which is unknown but which we understand was in operation at least by 1960. The conspiracy involved is price fixing, including territorial allocation, and preliminary information indicated that the defendants regulated bids and also artificially allocated territories.

When the City instituted its proceeding, no federal indictment had been filed, although the government later conducted an investigation of collusion in the water meter industry.

The complaint for the City and County was based on purchases of water meters and parts therefor by the San Francisco Water Department from approximately 1965 up until the institution of the litigation, which purchases were estimated at the time to be in excess of $1,000,000.

On behalf of the various plaintiffs involved in the litigation, including their clients and other governmental entities, the plaintiffs' attorneys have been instrumental and successful in conducting compromise and settlement negotiations with one of the defendants, namely, Worthington Corporation. The total Worthington settlement figure for all settling plaintiffs involved is $230,000 exclusive of the plaintiff Kansas City, Missouri which city, through their attorneys, have negotiated a separate settlement in the amount of $50,000. The City's proportionate share of the settlement will be approximately $11,600 out of the total amount of $230,000. This proportionate share is based on the damage claim of San Francisco prepared by Dr. John Kuhlman in the amount of $85,000 and represents 5.8% of the total damage claims of all plaintiffs excluding Kansas City, Missouri for the aforesaid period in the total amount of $1,452,000. The Alioto law office is making no deduction from the City's allocation by way of attorneys' fees.

In view of the amount and nature of the City's claims, the City Attorney's office has informed me that the Worthington offer has been analyzed by it and it has been determined that the $11,600 offer to the City is reasonable and sufficient to compensate for overcharges which the City suffered by reason of the alleged conspiracy insofar as the settling defendant is concerned. This opinion, I was informed, is based on the knowledge of the City Attorney's office as to the current status of the litigation, settlement negotiations, by reason of representation at numerous pretrial conferences, and meetings with counsel for the various plaintiffs, in addition to its examination of the purchasing and economic records reviewed during the pendency of the litigation.

In finalizing the settlement negotiations in conjunction with all settling plaintiffs involved, the City and County is required to execute certain instruments, including a release, a covenant not to sue the settling defendant and a dismissal with prejudice of the City's action solely against Worthington Corporation.

After a review of the City's claims and the investigation and negotiations in connection with the settlement offer by Worthington, the City Attorney's office has indicated that it is satisfied that the proposed settlement furnishes adequate compensation for overcharges incurred in connection with purchases of the products in question from this defendant.

There will be $30,000 set aside out of the aforesaid $230,000 for plaintiffs' costs and an agreed upon sum to the law office of Joseph L. Alioto, liaison counsel for all other plaintiffs and intervenors, as trustee, to be disbursed in accordance with the agreement of the attorneys for all plaintiffs and intervenors other than Kansas City, Missouri, or pursuant to an order of the court. As previously stated, no attorneys' fees will be assessed against the City and County of San Francisco by the Alioto law office.

I am asking that the City Attorney be authorized to consummate the proposed compromise and settlement as set forth above.

A resolution approving the same will be presented to the Commission at its next meeting.

John D. Crowley

JOHN D. CROWLEY

SECTION-BY-SECTION COMPARISON OF PROPOSED AMENDMENTS TO ORDINANCE NO. 450-73, RELATING TO PROCEDURE FOR ESTABLISHING LIENS FOR UNPAID WATER SERVICE CHARGES.

(Underlining indicates new language.)
(Double parentheses (()) indicate deleted language.)

Section 5. Lien Proceedings; Additional Request For Payment; Warning Notice. When the Department has rendered service and has presented the owner, or the customer when the latter is not the owner, with a bill for such service on a continuing account, and such bill remains unpaid, ((Upon the expiration of not less than thirty (30) days following the period during which Department has rendered service and has presented the owner or the customer with a bill for such service, and if the bill has not been paid in full,)) Department shall mail to the owner an additional written request for payment upon expiration of not less than thirty (30) days following billing. In the case of accounts that are closed without payment in full the Department shall immediately upon such closing mail to the owner ~~a~~ the additional written request for payment.

The additional written request for payment shall include information as to the amount due and a warning notice that if the amount due is not paid within thirty (30) days proceedings to establish a special assessment lien ((penalties and interest pursuant tp this ordinance will accrue and a lien will be recorded)) against the real property to which the service was ((rendered)) furnished will be instituted, and if the lien is established and recorded, penalties and interest pursuant to this ordinance will accrue. The form and content of said notice shall be approved by Manager.

Section 6. Lien Proceedings; Delinquent Accounts In Excess of One Hundred Dollars; Report And Notice. If payment is not received within thirty (30) days following mailing of the additional request the account shall be deemed to be delinquent. Delinquent accounts in excess of One Hundred ($100) Dollars which are to be subjected to the lien procedure shall be reported to Commission by Manager at least once each quarter. Said report for each such delinquent account shall contain the owner's name, the amount due, and a description of each parcel ((served)) to be subjected to the lien procedure. The descriptions of the parcels shall be those used for the same parcels on the Assessor's map books for the current year. Upon receipt of such report, Commission shall fix a time, date and place for hearing the report and any protests or objections thereto, and shall cause notice of the hearing to be mailed to each owner of the parcels of real property described in the report not less than ten (10) days prior to the date of hearing.

Section 8. Lien Proceedings; Special Assessment Priority ((Collection of Assessment)). Upon confirmation of the report by Commission, the delinquent charges contained therein shall constitute a special assessment against the property to which the services were rendered. ((Thereafter, said assessment may be collected at the same time and in the same manner as ordinary municipal taxes are collected and shall be subject to the same penalties and same procedure of sale as provided for delinquent, ordinary municipal taxes.))

The ((assessments)) assessment shall be subordinate to all existing special assessment liens previously imposed upon the property and paramount to all other liens except those for state, county and municipal taxes with which it shall be upon parity. The lien shall continue until the assessment and all interest and penalties due and payable thereon are paid. All laws applicable to the levy, collection and enforcement of municipal taxes shall be applicable to said special assessments.

Section 9. Recordation; Charges. Commission shall cause the confirmed and verified report to be recorded in the County Recorder's office as soon as practicable. ((the)) The special assessment lien on each parcel of property described in said report shall carry additional charges for administrative expenses of thirty-one ($31) or ten per cent (10%) of the amount owed, whichever is higher, and a rate of one per cent (1%) per full month compounded monthly from the date of the recordation of the lien on all charges due. Provided, however, if a lien for either unpaid sewer service charges, or unpaid industrial waste charges, or both, are recorded and such liens and the lien created by this Ordinance are paid at the same time, said liens shall be deemed to be one lien for the purpose of determining additional charges under this section.

Section 10. Filing with Controller and Tax Collector; Distribution of Proceeds. Commission shall cause a certified copy of each confirmed report to be filed with the Controller and Tax Collector within ten (10) days after confirmation of the report, whereupon it shall be the duty of said officers to add the amount of said assessment to the current tax roll, ((next regular bill for taxes levied against said parcel or parcels of land for municipal purposes, and)) thereafter said amount shall be collected at the same time and in the same manner as ordinary City and County taxes are collected, and shall be subject to the same procedure under foreclosure and sale in case of delinquency as provided for ordinary taxes of the City and County of San Francisco.

Except for the release of lien recording fee authorized in Section 11, all sums collected by the Tax Collector pursuant to this ordinance shall be deposited to the credit of the Water Department operating account.

Section 11. Release of Lien; Recording Fee. On payment to the Tax Collector of the special assessment, The Tax Collector shall cause to be recorded a Release of Lien with the County Recorder, and from the sum collected pursuant to Section 9, shall pay to the County Recorder a recording fee of Six Dollars ($6.00); provided, however, if a lien for either unpaid sewer service charges, or unpaid industrial waste charges, or both, are to be released at the same time, the Release of Lien shall encompass both such liens for the same fee.

M E M O R A N D U M

TO: Members, Public Utilities Commission
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Joseph J. Diviny
Henry E. Berman
Dennis V. Carey

January 8, 1975

FROM: John D. Crowley

SUBJECT: Status of Kinetic Energy Wheel Program

As you are aware, the Public Utilities Commission (PUC) has been working with the Urban Mass Transportation Administration (UMTA) for over three years in establishing and carrying out a Kinetic Energy Wheel Program to enable our trolley coaches to move off wire. This project was finally approved May 7, 1974, with Lockheed Missiles & Space Corporation awarded the basic contract for development work and a technical coordination contract executed with the PUC. The purpose of the contract with the PUC was to give overall operator insight to the Lockheed Corporation, provide two electric coaches and drivers for testing and evaluation when appropriate, and to act as the technical coordinator between Lockheed and UMTA. The PUC contract is for $215,000, of which $160,000 is the local share represented by providing the two electric coaches and drivers in the latter part of the program, and [illegible] of Federal funds for out-of-pocket expenses related to the program and costs of the project manager and his support.

The advantages promised San Francisco by the Kinetic Energy Wheel are great. Not only would the trolley coach have the ability to operate off wire and extend its range beyond currently installed overhead lines, but it would also permit operation on Market Street without any overhead since these wires are scheduled to be removed.

In mid September, Lockheed indicated that costs were being incurred beyond those anticipated and the entire program was underfunded by approximately $696,000. This forecast immediately led to a series of meetings between Lockheed, UMTA, and the PUC to determine the cause and potential solutions to this problem. In addition to a forecast 80% increase in development costs, Lockheed was also estimating production costs per wheel kit ready for installation at $40,000 to $45,000. This order of magnitude so far [illegible] the Kinetic production costs specified in the Invitation to bid that it prices the wheel out of currently foreseen applications in transit.

During the discussions held in September and October, the program was rescaled and submitted for re-examination by the Department of Transportation. Although the development cost increase could be tolerated, it was UMTA and the PUC's feeling that the production cost of the wheel kit had to be reduced. As a result, UMTA has decided to terminate the current contract with Lockheed Missiles & Space Corporation.

Because of the close coordination between the UMTA Research & Development Division and the PUC, it has been agreed by the Associate Administrator for Research & Development, UMTA, that the PUC should continue in its technical relations during further development efforts. However, these efforts, to be most productive, must move further back in the research and development cycle to examine materials, their formation, and other components utilized in the total energy wheel kit. This redirection of the program to an earlier point in the R & D cycle will re-examine the parameters in which the wheel is to operate in terms of size, weight, power, and range. The objective of this re-examination is to determine alternate approaches to achieving a workable wheel at an affordable cost. The need to redefine the program immediately has been emphasized by UMTA in order that presently budgeted funds can be utilized.

On January 3, 1975, the memorandum from UMTA (attached at Enclosure 1) was received requesting the PUC to proceed immediately in developing a redirection of the work leading to accomplishment of the original program objectives. Funds, not to exceed $20,000, are to be provided by UMTA to develop this study, and the final report is to be completed prior to March 20, 1975. The development of a revised budget covering the balance of the Federal funds, as requested in this December 27, 1974 memo, is under way. To date, approximately $[illegible] Federal funds has been expended of the original $[illegible], and from which the $20,000 covering the cost of this study will be taken. Accordingly, there should then remain approximately $25,000 Federal funds for future studies and continuing administration of this program.

There is a very limited source of technical capability available to perform the work desired. The principal technical input heretofore was provided by Mr. John M. Woods, former Manager of Municipal Railway and now a transportation consulting engineer, and Mr. L. J. Lawson, a registered professional engineer who has been working for the past ten years in electric and flywheel drive systems for public transit and industrial applications. Both of these individuals were contacted when notified by UMTA of the desired study, and they have responded by submission of a proposal attached at Enclosure 2. This proposal meets the criteria established by UMTA and as amplified by the PUC, and can be performed within the time limits fixed by UMTA provided that a contract can be executed before January 21. These time constraints are but an emergency situation which prevents an extensive

invitation and bidding process. Direct negotiation with these highly skilled professional engineers in this specific area is not only the most feasible course of action but has been concurred in by UMTA.

Inasmuch as San Francisco's interest in the flywheel is primarily for use in the electric trolley coaches, and since the procurement of these trolley coaches is being effected by the San Francisco Municipal Railway Improvement Corporation (SFMRIC), it is appropriate that this contract be executed with the consultant by the SFMRIC. A proposed contract is attached at Enclosure 3 and will be forwarded to the SFMRIC with a request for execution upon your approval of the resolution attached at Enclosure 4.

It is recommended that you approve the resolution at Enclosure 4 so that appropriate action may be taken with the SFMRIC and UMTA to revise the budget and to execute the contract.

Enclosures

SAN FRANCISCO MUNICIPAL RAILWAY

QUARTERLY REPORT

JULY-AUGUST-SEPTEMBER 1974

CURTIS E. GREEN

GENERAL MANAGER

TRANSPORTATION

Parade

On July 3, 1974, the Lions International Convention Parade was held in the downtown area from 7:00 p.m. to 10:00 p.m. The Chief Inspector and ten inspectors helped to maintain service by directing our buses through or around the parade area.

Independence Day Service

On Independence Day, July 4, 1974, Sunday schedules were in effect. However, special schedules were added to service the fireworks display at Candlestick Park. Direct service to Candlestick was provided via the 15-Kearny line from Kearny and Pacific and Phelan and Ocean. Also, the Ball Park Shuttle was in service from 6:20 p.m. until the conclusion of the festivities.

Track Reconstruction Affects Operations

On July 19, 1974, the first track reconstruction project commenced on Judah Street between 9th Avenue and 19th Avenue on the N-Judah streetcar line. Portable crossovers were installed to permit the track work to proceed through ten stages of construction without adversely affecting the regular streetcar service. Operators have orders to completely stop before entering crossover and to proceed over it at 5 m.p.h.

Ball Park Special Service

The 49er Football Season commenced at Candlestick Park on Sunday, August 18, 1974. The usual Express Service via the 28, 30, and 47 lines was in effect, as well as local service on the 15-42, 25, and Baseball Shuttle. This service is supervised by seven transit inspectors at Candlestick Park. Fast Pass holders get to ride free (assuming they break even on the $11 price because of commuting to work on Muni 22 days of the month).

New Parking Plan for Coaches

Effective August 19, 1974, fifteen designated runs pulling into the Ocean Division via southbound San Jose Avenue were assigned to park in a new area on the west side of San Jose Avenue from Sgt. Young Drive to Ocean Avenue from 6:00 p.m. to 8:00 p.m. This new parking area was created to relieve the congestion caused by the coaches pulling into the Ocean Yard during the evening peak period and staying parked there. The coaches go into the yard just long enough to have the fare box vault removed.

New Bus Stops

In order to provide more convenient service to our patrons, effective August 26, 1974, additional coach stops were added on several lines. New stops were added on the Line 16 Express at Golden Gate and Masonic, and Turk and Masonic. New stops were added on Line 28 at Merchant and Lincoln Boulevard in both directions. New stops were added for the 30 Express on Stockton at Sacramento and at Clay. New stops were added on Line 43 at Gorgas and Marshall in both directions.

Passenger Zones for Streetcar Lines

Effective July 21, 1974, in order to standardize operations and to minimize confusion, whenever motor coaches are used to replace regular or owl streetcar service, passenger stops are to be made at the streetcar loading islands.

Also, whenever motor coaches are substituted for streetcars on upper Market Street, Portola Drive, Woodside Boulevard, and Dewey Boulevard, stops will be made for boarding and alighting passengers at nearside of the intersections.

No Smoking, etc., Campaign

On September 10, 1974, a new program was initiated to eliminate smoking, eating, and radio playing on streetcars and coaches. These activities have long been against the rules, but a small number of inconsiderate passengers created discomfort for the other passengers.

To put the campaign into effect, operators were directed to politely decline service to intending passengers that are carrying soft drinks, ice cream cones, or other foods that could fall on seats or spill on other passengers. Additionally, operators were instructed to firmly but tactfully enforce the no smoking and no radio playing rules.

Manpower

All Transportation Operating Divisions reported a dramatic improvement in manpower, which permits a large dollar saving in overtime wages for R.D.O. work (which is operators working complete eight to ten hour shifts on their regular days off).

TRAFFIC AND SCHEDULES

RUCUS (Run Cutting and Scheduling by E.D.P.)

The Muni, through T.I.P., has obtained an U.M.T.A. grant to implement the RUCUS package. Mr. Green appointed a "RUCUS Coordinating Committee" consisting of seven men to direct this program. Mr. H. D. Quinby, Chairman, held the first meeting on September 18, 1974. At that time, the ground rules and responsibilities of the committee were defined.

Fisherman's Wharf (One-Way Streets)

Due to Beach Street being made one way eastbound from Hyde to Mason and Jefferson one way westbound Mason to Hyde, it was necessary to temporarily reroute Lines 15, 19, and 32 in that area.

Line No. 15: Effective September 3, northbound motor coaches were rerouted from Powell and North Point via North Point to new terminal between Mason and Taylor -- returning via North Point, Taylor, Powell and regular route.

Line No. 19: Effective September 18, northbound motor coaches were rerouted from Beach and Leavenworth via Beach, Powell, North Point, Stockton to Beach -- returning southbound via Beach, Mason, Jefferson, Hyde, Beach and regular route.

Line No. 32: Effective September 18, motor coaches were rerouted northbound from Jefferson and Leavenworth via Jefferson, Hyde to Beach -- returning southbound via Beach, Embarcadero and regular route.

TRAFFIC AND SCHEDULES (Cont'd.)

The following events did not occur during the quarter of this report but are included here because transit service will be affected.

Laguna Honda

Effective December 16 and continuing through December 31, the special Christmas holidays schedules will be in effect on Line No. 89 Laguna Honda. The hours of operation are extended to provide service seven days per week from 10:00 a.m. to 7:00 p.m.

Brotherhood Way

Effective November 20, an additional day of service is being provided on Wednesdays, so that senior citizens may attend new programs at their activity center.

Streetcar Line Service

Effective with the General Sign-up, January 19, 1975, Line M will be returned to streetcar operation on weekdays and Saturdays during daytime operation. Motor coaches will continue to operate on J, K, L and N inbound between the hours of 10:00 p.m. and 4:40 a.m. and outbound from 11:00 p.m. to 5:30 a.m.

Due to a shortage of streetcars, four Line N streetcars will be replaced by six motor coaches during A.M. peak period.

6 Masonic Line

Effective Monday, January 20, 1975, all trips that were scheduled only to 10th and Ortega during the P.M. peak period will be extended to 14th and Quintara in order to provide through service for our patrons.

25 Bryant

Due to numerous complaints from residents, effective Monday, January 20, 1975, A.M. peak period service to Chestnut and Hyde will be discontinued and all coaches will go to Webster and Jackson.

Minimum School Days

Special schedules have been prepared to provide service to various schools on minimum school days. Effective date will be in conjunction with General Sign-up of January 19, 1975. A minimum school day is one on which the students are let out earlier than usual. Therefore, the special trips provided because of the students are rescheduled for the earlier let-out time.

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1974-75			1973-74	
July, 1974	262	$ 6,652,231	July, 1973	258	$ 5,364,359
August, 1974	248	1,482,196	August, 1973	231	2,239,947
September, 1974	251	5,814,114	September, 1973	230	2,441,301
Totals	761	$13,948,541	Totals	719	$10,045,607

Claims filed are up 42 in number and $3,902,934 in amount from last fiscal year to this one.

Claims Settlements

	Budgeted (1974-75)			$2,800,000
(1)	July	178	$451,277	
(2)	August	129	125,580	
	September	155	314,048	
	Totals	462		890,905
	Balance			$1,909,095

(1) Claims costs in this month were extremely high because of several large settlements and one judgment for $233,700. This judgment was the result of a right-turning coach striking a young woman pedestrain at Geary and Polk Streets on February 28, 1972.

(2) The $125,580 for August claim settlements does not reflect the true picture in view of the fact there was only one P.U.C. meeting in that month. One settlement in a rear-ender type of accident was for $100,000.

ENGINEERING

Formal contracts now in process are tabulated below.

703 - Presidio Building - Money Room - Closed Circuit Television. Plans and specifications were completed and ready for Commission review and approval since January, 1974. This work is being held in abeyance by the Accounting Bureau.

704 - Presidio Bus Yard - New Trolley Bus Washer. Proceeding under contract.

705 - Washington-Mason Cable Carbarn - Design, Furnish, and Deliver Sheaves. This work is being prepared for bidding.

706 - Embarcadero Plaza - Municipal Railway Rest Rooms. This contract has been completed since the quarter of this report.

707 - Plastic Seats for Motor Coaches. The original proposal was to replace torn, soft seats in the rear of 40 GMC coaches. Later it became known that additional funds were available for this work, so the bid specifications were revised to include 360 coaches at an estimated cost of $300,000.

708 - Potrero Bus Yars - New Trolley Bus Washer. This project is to replace the existing 20-year-old washer. It is proceeding under contract.

WAYS AND STRUCTURES

Youth Program

The Neighborhood Youth Program continued until August 6, 1974. Another program was added from the Mayor's Office that began on July 1st and ran until August 23, 1974. From the latter program, we added two boys at the Geneva Yard, five at Potrero, one at Cable Machinery, and two at Kirkland. There were 21 boys from this program for three days; but they proved unmanageable, and the bulk were reassigned by the Youth Program.

Sewer Works Again

Our sewer reclamation project at Beach and Hyde was completed on July 17 for just under $3,000. All drains serving the sheave pits, turntable, and general drainage at the end of the Hyde Cable Line are now functional by gravity flow. This should save many man-hours of labor in the winters to come, since for the past few years these were all dewatered by crews with sump pumps.

Bus Ramp Constructed

A driveway ramp was constructed into the upper Ocean Division yard at Niagra and San Jose Avenues. This ramp permits us to discontinue routing buses through narrow neighborhood streets -- a practice begun as a result of BART facilities.

Railroad Ties, etc.

Shipments have been received of approximately 30,000 railroad ties which were stored in the University Mound storage yard. Also, a shipment of approximately 20 manhole frames and covers was received and stored at the Turk and Webster yard.

Regular Routine Work

Normal maintenance was performed consisting of track repair, hauling rubbish, general hauling, bundling cable for scrap, channel cleaning, weed cutting, paving, distributing sand, and various minor functions.

Special Projects

A special job was done to waterproof the sidewalk-roof of the storerooms at the Potrero yard. A bitumastic seal coat was applied and positive measures were taken to prevent autos from parking on the sidewalk-roof by the installation of 1-1/2" pipe barriers.

Cable Car System Maintenance

Apart from our normal crew operation, our welders performed five days welding cable car pulleys, nine days repairing track joints, and five days welding miscellaneous parts for the cable car division.

We have started a 3-man night channel cleaning crew. Such a crew, in itself, cannot keep up with the system as it is estimated that in hard going, it may take three years or more for such a crew to make a circuit of the Cable Car system. Their activities are being supplemented by certain daytime maintenance.

EQUIPMENT

Cable Car System

Newly installed counter-weight boxes at Cable Machinery require modification. Two of these boxes have been modified.

New depression beam designed by Muni Engineering has been constructed. They were installed for testing September 20, 1974.

A new Hyde cable was installed August 7. A new Mason cable was installed October 1.

All four tension carriage weight boxes have been revised as per specification by Muni's Engineering Department.

TRANSIT IMPROVEMENT PROGRAM

Now that this report is being prepared on a quarterly basis, most or all T.I.P. projects will be set forth in the ongoing report titled "Transit Improvement Program Quarterly Progress Report to Urban Mass Transportation Administration." This latter named report will be incorporated by reference, and most copies of the Muni General Manager's report will have copies of the U.M.T.A. report attached.

Due to complications in the reproduction of photographs, none appear as referenced in the T.I.P. quarterly report.

PERSONNEL AND SAFETY

Operational Accidents *

Month	1974	1973	Incr. (Decr.) No.	Incr. (Decr.) %
July	465	440	25	5.68
August	444	468	(24)	(5.13)
September	402	463	(61)	(13.17)
Totals	1311	1371	(60)	(4.38)

* Last fiscal year's monthly reports included non-operational occurrences in the total accident statistics. Their inclusion was somewhat misleading because they happen without action on the part of the operator, e.g., heart attacks and broken windows not caused by vehicle collision.

PERSONNEL AND SAFETY (Cont'd.)

Best Safety Performance

Month	(1) Number of Accidents Division	Rate	(2) Most Improvement Division	% Decrease
July	Ocean	10.84	Kirkland	17.36
August	Ocean	10.23	Potrero	15.08
September	Ocean	9.44	Wash.-Mason	59.85

(1) The entry here is for the Transportation Operating Division with the lowest number of traffic accidents per 100,000 miles.

(2) The entry here is for the Transportation Operating Division that shows the most improvement in relation to its own previous three-year experience average.

Complete accident statistics are presented in a separate monthly report that is submitted by the P.U.C. Director of Personnel and Safety.

ACCOUNTING AND FINANCE

Revenue Passengers

	1974 Fast Passes Sold	Fast Pass Passengers	Total Passengers	1973	Incr. or (Decr.) Difference
July	23,131	1,133,419	9,811,714	9,802,200	9,514
August	25,262	1,237,838	9,928,523	10,492,076	(563,553)
September	27,305	1,337,945	9,690,507	9,562,400	128,107
Totals	75,698	3,709,202	29,430,744	29,856,676	(425,932)
Mo. Average	25,233	1,236,401	9,810,248	9,952,225	(141,977)

The above figures are abstracted from Accounting Statement No. 13. They represent one-way trips. Not included are the number of passengers boarding with a transfer or those boarding with a Fast Pass who are also continuing a one-way trip. The data are estimates because the current fare structure and the absence of electric eye counters on the vehicles make actual counts impossible.

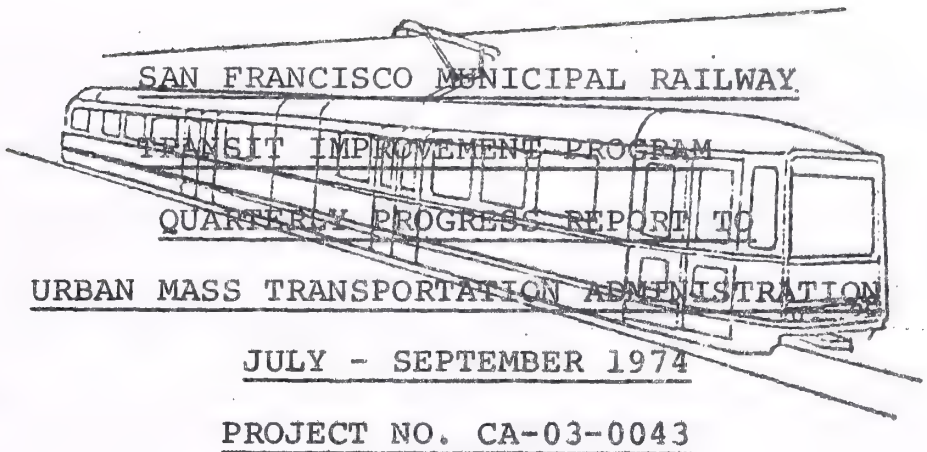
Fast Pass passengers are included in the figures for total passengers. The number shown is the product of multiplying the number of Fast Passes sold for the month by a factor of 49. For statistical purposes, it is assumed that, as an average, each Fast Pass holder makes 49 one-way trips per month.

ACCOUNTING AND FINANCE (Cont'd.)

Passenger Revenue

	1974	1973	Difference
July	$2,080,269	$2,116,838	($36,569)
August	2,170,892	2,249,075	(78,183)
September	2,103,712	2,048,703	55,009
Totals	$6,354,873	$6,414,616	($59,743)
Monthly Average	$2,118,291	$2,138,205	($19,914)

The above figures are based on Accounting Statement No. 29; and they are the sum of first subtotal plus school tickets and charter coaches.



SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

QUARTERLY PROGRESS REPORT TO

URBAN MASS TRANSPORTATION ADMINISTRATION

JULY - SEPTEMBER 1974

PROJECT NO. CA-03-0043

GENERAL

This report describes the progress of the San Francisco Municipal Railway's Transit Improvement Program during the third quarter of the calendar year 1974.

RERAILING

Rerailing N-Line on Judah Street (Department of Public Works Contract No. 23506)

Rerailing of the N line on Judah Street between 9th and 19th Avenues is progressing according to plans with sidewalk narrowing and track removal started in July. Homer J. Olsen, Inc., the Contractor for the project, is now in the process of track reconstruction and placing ballast. (See photos at end of this report.)

Rerailing Twin Peaks Tunnel (Contract No. MR-601R)

Track work construction for this project is substantially completed, with final completion scheduled for October 1974. The Contractor, G.M. Shupe, Inc., continued placing ballast, setting final grade and alignment of track, and has begun placing guard rail and track braces in curve section at the east end of the tunnel.

Junipero Serra Boulevard K-Line Track Reconstruction and Landscaping (Contract No. MR-595R)

On July 29, 1974, one bid was received on this contract. The sole bid received, during an unstable period in the construction industry since many labor contracts were under negotiation, was considerably above the Engineers estimate. After careful evaluation of the bid and extensive discussion

with the UMTA local representative, it was agreed to reject the sole bid and that the TIP Control Group redesign and readvertise the project.

Plans and specifications for the project were revised to reflect track reconstruction with timber ties and no landscaping as Schedule I, and track reconstruction with concrete ties and landscaping as Schedule II.

On September 20, 1974, TIP Control Group received bids for this revised contract. Two bids were received on Schedule I with the low bid submitted by Homer J. Olsen, Inc. and Railco, Inc. (Joint Venture) in the total net amount of $619,530.00. For Schedule II only one bid was received, also submitted by Homer J. Olsen, Inc. and Railco, Inc. in the total net amount of $979,620.00. Bids are now being reviewed by the TIP Control Group.

Purchase of Timber Ties (Contract No. MR-602)

To date 60% of the total contract amount of 57,000 ties have been delivered by the supplier, McCormick and Baxter Company. The remainder of ties will be delivered within the contract specified time. The ties will be utilized for all rerailing contracts.

CABLE CAR BOARDING AND FARE COLLECTION FACILITIES AT VICTORIAN PARK (Contract No. MR-611)

Construction of this project commenced in June. The Contractor, Charles O. Jones Company, has installed storm and sanitary sewers, underground utilities, completed concrete paving and building foundation, placed footings and posts for automatic gates. (See photos at end of this report).

TWIN PEAKS TUNNEL VENTILATION PLENUM CLEANING

The work of removing the dust accumulated during the past 57 years in the ventilation plenum in order to allow the Consultant, DeLeuw, Cather a better visual inspection of structural defects in the tunnel,was progressing slowly at the begining, because of inadequate existing electrical power supply and lack of headroom to permit equipment manipulation.

The TIP Control Group, after investigating the cause of the inadequate electrical power supply, has installed appropriate temporary outlets on an emergency basis enabling the Contractor to proceed at the normal rate. Completion is expected in early October 1974.

CENTRAL SHOPS AND COACH STORAGE AND MAINTENANCE FACILITIES
Tubbs Division (Contract No. MR-606)

Modification of contract, Change No. 1, for extra work in the Stage I construction, as reported in the last quarterly report, was authorized by the San Francisco Municipal Railway Improvement Corporation and approved by UMTA, with a "Notice to Proceed" given to the Contractor on July 9, 1974.

Almost all earthwork at the Tubbs site has been completed and construction of retaining walls and structures is underway. (See photos at end of this report)

On September 23, 1974, the San Francisco Art Commission approved the Stage II construction of the project, which includes the construction of the central shop building, the operations building and the car-building shop and related appurtenances.

An "Artistic Enrichment Plan" of the project was presented to the Art Commission for approval, as required by the City Charter.

Preparation of construction drawings and specifications by the Consultant, Bentley Engineers for the second stage construction of this project continues.

TRANSIT CAR STORAGE AND MAINTENANCE FACILITIES AND K-LINE TERMINAL.

New Muni Metro Center (Contract No. MR-609)

International Engineering Company, the Consultant for the design and development work of this project continued submitting drawings for TIP review.

An "Artistic Enrichment Plan" of the project was presented to the City's Art Commission for approval, as required by the City Charter.

PASSENGER WAITING SHELTERS AND FARE COLLECTION AND EXTRACTION SYSTEMS (Contract Nos. MR-614 & MR-615)

Field survey by the TIP Control Group for selecting shelter locations continues.

At the end of this quarterly report these projects are pending for funding from the Federal Aid Urban Area (FAU) program. Plans and specifications for the fare collection system are currently under review by the Federal Highway Administration in Washington, D.C.

PROFESSIONAL SERVICES CONTRACTS

Surveying of Streetcar and Cable Car Lines

The firm of George S. Nolte and Associates, selected for the surveying services has completed all the required surveys.

Design of Cable Car Rolling Stock

The Consultant, Thomas T. Lunde, Inc., providing professional services for the design of cable car system continued submitting design drawings for TIP review.

Twin Peaks Tunnel Structural Repairs

The professional services agreement with the firm of DeLeuw, Cather and Company for the design of the required Twin Peaks Tunnel repair work was executed and certified by the City's Controller with "Notice to Proceed" given on July 15, 1974.

The Consultant, working closely with the TIP Control Group, has completed 80% of his initial study.

Powell/Mason No. 59 Cable Car Line Extension to Fisherman's Wharf

The firm of Garretson,Elmendorf,Zinov,Reibin (GEZR) was selected to furnish the professional services for plans and specifications for the extension of No. 59 Cable Car Line from Bay Street to Jefferson Street, a distance of three blocks. Request for approval of the agreement was forwarded to UMTA on September 24, 1974.

Communication Systems Package (COMPAK)

Requests for proposals were forwarded to five firms for providing professional services in the planning, designing, testing and reviewing of a combined communications system package for the Muni Transit System. Proposals were received from the following firms on September 3, 1974.

1. Pacific Western Engineering
2. Omnicom, Inc.
3. Systems Control, Inc.
4. Comsul Ltd.

Proposals are now being reviewed by the TIP Control Group.

MISCELLANEOUS

No significant delays or difficulties were encountered.

There were no relocation activities during this quarter.

Construction activity is shown on the attached construction progress report.

FINANCIAL POSITION

Attached as Exhibit A is our Statement of Financial Position for the quarter ending September 30, 1974.

ANTICIPATED ACTIVITIES

Contract for the project of rerailing that portion of the N line extending through the Sunset Tunnel will be advertised for bid call in October 1974.

Preparation of plans and specifications for rerailing the J and L streetcar lines will continue.

Preparation of plans and specifications for rerailing the K-line on Ocean Avenue between Phelan Avenue and the overpass above Freeway 280 will commence.

Preparation of specifications for purchase orders for special track work to be installed on various streetcar lines and the Muni Metro Center will commence.

TIP Control Group will continue to review the cable car rolling stock design submitted by the consultant firm of Thomas T. Lunde, Inc.

Schematic planning and study of Fisherman's Wharf and Hallidie Plaza cable car boarding facilities by TIP Control Group will continue.

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

CA-03-0043

Construction Progress Report

For

July - September, 1974

CONTRACT MR-601R, TWIN PEAKS TUNNEL TRACK RECONSTRUCTION

Contract Amount:	$1,374,058
Percent Completed This Quarter:	17%
Percent Completed to Date:	97%
Percent Time Elapsed:	82%

This quarter the Contractor completed rail welding and placing ballast; continued grading and alignment of track; installed guard rail and removed equipment from M line storage area.

CONTRACT MR-606, MOTOR COACH STORAGE AND MAINTENANCE FACILITIES STAGE I

Contract Amount:	$2,529,500
Percent Completed this Quarter	20%
Percent Completed to Date:	35%
Percent Time Elapsed:	60%

This quarter the Contractor completed building demolition, construction of shoring along Iowa Street, excavation and backfill in the area of future cable car repair facility, auto parking lot and bus storage area; completed foundation work for pump room, sump, and underground fuel tanks; continued concrete pouring of retaining walls and installation of sanitary and drainage facilities.

CONTRACT MR-611, VICTORIAN PARK CABLE CAR BOARDING FACILITIES

Contract Amount:	$136,000
Percent Completed this Quarter	40%
Percent Completed to Date:	57%
Percent Time Elapsed:	100%

This quarter the Contractor installed storm and sanitary sewers; completed concrete paving and building foundation; placed footings and posts for automatic gates; installed underground electrical conduits and track limit switches; set building pre-fab panels.

JUDAH STREET, 4TH AVE. TO 20TH AVE. STREET IMPROVEMENTS AND TRACK RECONSTRUCTION

San Francisco Department of Public Works Contract No. 23,506.

TIP Share of Contract Amount:	$962,153 (To be adjusted)
Percent Completed This Quarter	9%
Percent Completed to Date:	9%
Percent Time Elapsed:	42%

This quarter the Contractor performed the following work between 18th and 19th Avenues: Completed track reconstruction, placing ballast, and installing concrete curb on the inbound track; began track trench excavation, track reconstruction, and placing ballast and concrete curb for the outbound track.

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: January 14, 1975

TO: JOHN D. CROWLEY
General Manager

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

"Operation Algae - 1974" took place during the early part of December, Although mechanical cleaning of Moccasin Reservoir by hand and equipment methods had been taking place since October, the final phases of the operation took place on December 8, 9, and 10. The water level in Moccasin Reservoir had been lowered in October to allow as much cleaning of the algae as possible from the reservoir before the aqueduct system was shut down on December 8. While the aqueduct system was shut down, both Moccasin and Priest Reservoirs were treated with copper sulphate by means of helicopter. The system was then flushed on December 9, and restored to normal on December 10. Because of the fact that the State Fish Hatchery immediately below Moccasin draws its continuous water supply from the Moccasin Reservoir, the fish were removed during the treatment period. Power generation at Moccasin and Kirkwood Powerhouses was maintained throughout the shutdown period except for brief periods on December 7 and 8, so that no losses of electrical energy were incurred.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Jan. 1, 1975	Per Cent of Capacity	Storage in Acre Feet on Jan. 1, 1974	Per Cent of Capacity
Hetch Hetchy	360,400	135,130	37	206,160	57
Lake Lloyd	268,800	129,950	48	153,999	57
Lake Eleanor	27,100	1,140*	4	5,475	20
	656,300	266,220	41	365,634	56

*Reading as of Dec. 30, 1974

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department remained approximately 160 mgd for the last month, except for a brief shutdown of San Joaquin Pipeline No. 3 from December 8 to December 10, 1974.

Power Production

During the month of December, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 45.630, 67.248 and 51.831 million kilowatthours respectively for a total of 164.709 million kilowatthours, having a value in excess of $1,150,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Plans and specifications are being prepared for submittal to the Division of Safety of Dams for final approval.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are being prepared.

HH-497 Church Street From 22nd to 30th Street-Underground Duct System. Design work and plan preparation is in progress.

HH-498 West Portal Ave. and Taraval St. St.Francis Circle to 20th Ave.-Underground Duct System. Approved by UMTA and contract advertised for bids. Bid opening January 30, 1975.

HH-502 Ocean Ave. Junipero Serra to Harold Ave.-Underground Duct System. Approved by UMTA and contract advertised for bids. Bid opening January 2, 1975.

HH-503 Taraval Street, 20th to 46th Avenue-Underground Duct System. Design work and plan preparation is in progress.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and design criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Plans and specifications are being prepared.

HH-519 19th Ave., Randolph and Broad Streets. Contract plans and specifications have been completed and will be transmitted to UMTA in January.

HH-520 Painting Street Trolley Poles, Haight St. Stanyan St. to Central Ave. Contract plans and specifications have been completed.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continued work on contract plans and specifications. Contract drawings (at the 60% completion level) for the first phase, (Market Street Subway; Embarcadero to Duboce Portal; Twin Peaks Tunnel; "K" Line; and 17th Street Detour) were reviewed, discussed at meetings with consultant, and returned to consultant for necessary changes. Technical specifications and bid documents for the purchase of insulated copper feeder cable are awaiting UMTA approval. Work continued on the preparation of procurement documents for the purchase of bronze trolley wire and copper cable.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. An amendment to the existing professional services agreement was negotiated with the consultant. The amendement was approved by the PUC on December 10, 1974 and was forwarded to UMTA for approval. The amendment includes consultant's review of substation equipment submittals, changes in design of Laguna Honda Substation, and addition of sanitary facilities in certain substations.

Jurisdiction of the Laguna Honda Substation site was transferred from City Health Department to Hetch Hetchy by the Board of Supervisors on December 12, 1974. Negotiations for the Taraval Substation site, a privately owned vacant lot, have brought out the necessity for Eminent Domain action to acquire the property. UMTA has concurred with the price offered and the use of Eminent Domain action. Meetings were held with San Francisco Redevelopment Agency, City Real Estate Department and Hetch Hetchy to develop the terms for use of the Fillmore Substation site under an easement to be granted by Redevelopment.

Control and Communications Project

The professional services agreement with System Control, Inc. for the Control and Communications Design package was certified by the Controller on December 30, 1974. Work will start in January.

Feeder Undergrounding

Bids for Contract HH-502, Ocean Avenue - Juniper Serra Boulevard to Harold Avenue, Underground Duct System scheduled to be received on January 2, 1975.

Plans and specifications for Contract HH-498, West Portal Avenue and Taraval Street, St. Francis Circle to 20th Avenue, Underground Duct System, transmitted to UMTA for approval on December 5, 1974, were approved by UMTA on December 20, 1974. Contract was advertised on December 30, 1974. Bids scheduled to be received on January 30, 1975. Work continued on the plans for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section.)

Overhead Modifications

Work continued on preparing plans and specifications for Contract HH-517 for trolley pole replacement, overhead trolley wire reconstruction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will immediately follow the track reconstruction and landscaping Contract, MR-595R, and will include street lighting work.

Transit Power Engineering

Design work was resumed on Contract HH-448, Folsom and Other Streets, Installation of Trolley System, following the latest route revision approved by Board of Supervisors. To implement the "transit first" program of the Board of Supervisors, calling for transit vehicles to be given priority over other vehicles on San Francisco streets, the Department of Public Works, with the concurrence of the Muni Railway and PUC planning section has prepared plans for exclusive Muni trolley coach lines on Mission and Fourth Streets.

A resolution requesting the Mayor and Board of Supervisors to approve passage of a Supplemental Appropriation in the amount of $275,000 to accomplish the relocation of the overhead facilities was adopted by the PUC on December 10, 1974.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1975

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-480	Moccasin Shops - Paint Room	$ 37,800	90	99	81	Contractor is nearing completion with miscellaneous work and testing remaining.
HH-483	Moccasin & Tesla Portal Bldgs. - Exterior Painting & Roof Preservative	33,190	0	48	35	No work this period. Weather conditions are not conducive to application of Latex paint
HH-484	O'Shaughness Dam - Replace Interior Lighting System	45,000	0	90	100	No work this period. Awaiting delivery of materials.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	0	0	8	Contractor notified to proceed on December 9, 1974.
HH-496	Ecker and Stevenson Street Underground Duct System	98,810	25	90	95	Conduit installed on Stevenson St. Working on connection to Substation. No work last two weeks because of Christmas Season.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave. Underground Duct System					Bid call authorized by PUC on Dec. 10, 1974. Bids to be opened on Jan. 30, 1975.
HH-499R	Moccasin & Early Intake Re-roof Cottages					Bid opening has been scheduled for Jan. 2, 1975.
HH-501	Moccasin Buildings Repair - Weatherproof	14,366	0	16	55	No progress this period.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1975

Contract No.	Title	Contract Amount $	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System					Bids scheduled to be received on Jan. 2, 1975.
HH-509	Paint Steel Towers Moccasin-Newark Transmission Lines	56,890				Contract awarded to M. B. Painting, Inc. Awaiting certification.
HH-512	San Joaquin River Valve House Repair and Piping					Bid call authorized by PUC on Dec. 10, 1974. Bids to be opened on Jan. 16, 1975.
HH-513	Holm Powerhouse Penstock Painting	33,400				Contract awarded to M. B. Painting, Inc. Awaiting certification.
HH-516 (Informal)	1401 Bryant Street Storage Shed - Repair Roof	4,470	30	30	2	Contractor notifed to proceed on Dec. 23, 1974.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	10	65	75	Contractor continues with installing cables in duct bank in Judah Street

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1975

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	85	Routine maintenance.
2	Front to Fifth	0	85	Routine maintenance.
3	Eighth to McCoppin	0	60	Routine maintenance of overhead facilities.
4	Grant to Stockton	0	98	All work completed. Subject to final approval.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	5	70	Continue duct bank installation.
1S0033	Castro Street Station	0	51	Routine maintenance.
1S3051	Embarcadero Mezzanine	5	65	Contractor relocated overhead trolley wires on Market Street between Main and Fremont Streets.
1S3026	Civic Center Station Entrance No. 3	0	70	Routine maintenance.

MONTHLY REPORT FOR DECEMBER 1974

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 51% to 87% of normal as of December 1; Alameda watersheds averaged from 51% to 98% of normal for the same period.

2. Hetch Hetchy water import: An average of 179.1 million gallons per day (MGD) for the month of November.

3. Sunol Valley Filtration Plant treated 13.1 MGD.
San Andreas Filtration Plant treated 46.9 MGD.

4. Consumption (MGD average):

November 1974 - 197.4)
November 1973 - 206.3) 4.3 per cent less

12 months preceding

December 1, 1974 - 248.2)
December 1, 1973 - 252.6) 1.7 per cent less

5. Storage (million gallons) as of December 1:

Alameda Div.

1974 - 17,646)
1973 - 25,274) 30.2 per cent less

Peninsula Div.

1974 - 20,550)
1973 - 17,209) 19.4 per cent more

Total

1974 - 38,196)
1973 - 42,483) 10.1 per cent less

Operations and Maintenance

BARTD

No significant items of interest to report.

Main Break

The 12-inch Sunset Reservoir main in Haight Street, easterly of Buchanan Street, broke on November 22, causing damage to the sidewalk along the North side of Haight Street.

Sunset Reservoir Leakage

Draining and cleaning of the South Basin of Sunset Reservoir was completed during the past month. Repairs are being made to the joints where possible leakage is occurring.

Rate Increase

On November 18, Mr. Frye attended the rate increase meeting of the Board of Supervisors to present the 17.4 percent uniform rate increase, in compliance with the ruling of Judge Burke of the United States District Court for Northern California. The Board approved the rate increase but during the discussion it was made clear that the Board felt this was an interim rate and that a differential rate should be established eventually between the City and suburban customers.

Filoli Estate and Recreational Study

Mr. Frye attended a meeting on December 5th with San Mateo County officials - Mr. John Brook, Jr., Director, Park and Recreation, and Mr. Robert Friday of the Real Estate Department - Mr. Ted Kreines of EDAW, consultant on the Crystal Springs recreational study, to discuss the disposition of the Filoli Estate.

Mrs. Roth has listed the estate for sale with Fox & Carskadon, Real Estate Agents. There have been discussions with San Mateo County for a partial donation and partial sale of approximately 500 acres West of the house and gardens. There is sufficient flat area between the house and gardens and the sharply rising ground up to Skyline Boulevard for a golf course. Mr. Frye explained that the Water Department does not have any funds to purchase this property and certainly does not have the ability to maintain the house and gardens, but that the property was in the watershed and must be utilized in such a way that it will not endanger the quality of water in the Crystal Springs Reservoir. Of primary

concern in any use are the fire hazard, access by trespass and vandalism to adjacent Water Department property, which is now accessible only by permit; sewage from any habitation, overnight use, or daytime use, and protection of the ecology. All of these can create serious problems if there is unrestricted use of this property. San Mateo County representatives indicated that they were aware of these problems, were in accord with our position, and would work with us. They indicated that existing zoning would not permit more than 15 or 16 estate-type developments. Mr. Frye pointed out that any sewage must be disposed of off the property and a sewage treatment plant on the property could not be permitted.

The County intends, with Mrs. Roth's approval, to have EDAW study the area as an extension of our contract with EDAW. Mr. Kreines, who will supervise this study, has our criteria and guidelines for this area, which he will apply to the study.

San Mateo County will pay for the study of the Filoli Estate and will transfer the money to the Water Department so we can negotiate a modification to our present contract. In effect, we will be running the study, which is a further safeguard that our requirements will be met.

1975-1976 Budget

Briefings on the 1975-1976 Budge were given to Commissioners Diviny and Berman; Commissioner Flynn; and Commissioner Carey on December 3, 4, and 9, respectively.

On the 10th of December, the Public Utilities Commission held a public hearing on the Public Utilities Budget for 1975-1976, at which time the proposed Water Department Budget was approved.

Water Sales

Total Collections

December 1974	December 1973	Decrease
$2,169,351	$2,181,387	$ 12,036

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$1,975,774	$1,828,297	$147,477

Leases and Permits

Rents for the month of October included:

Santa Clara Sand and Gravel	$11,554.64
Crystal Springs Golf Course	5,667.46

Delinquent Accounts

The status of the three delinquent accounts previously transferred to the City Attorney is as follows:

Roy Kruse - $4,671.59 - is being scheduled to be tried in Municipal Court;

Attempts are being made to contact William Shelley - $753.75 - for Small Claims Court action;

It has been recommended by the City Attorney that the account of Sunol Gardens, Inc., in the amount of $10,775, be written off as uncollectable.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 18 vehicles.

Vehicular Accidents

During the month of November there were 5 accidents in 2 of which the Department driver was at fault. Our frequency rate for all accidents was 26.83 per million miles while driving 186,315 miles.

Industrial Accidents

There was 1 lost time injury in November. There are a total of 37 for the calendar year.

Service Renewals

	November 1974	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	247	2,340

Meter Repairs

	November 1974	Fiscal Year 1974-1975
CDD - all sizes	319	1,911
Peninsula (inspected and repaired as needed)	15	91
Contract Program 1, 1-1/2, and 2-inch	71	290

Flushing

There was no area flushing for the month due to training of a promoted Foreman to be Flushing Gateman.

	November 1974	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	-0-	-0-
Number of individual flushings to correct objectionable conditions	23	105

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

November 30, 1974

NTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT Actual	COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 1,961,695.32	45	53	20	Delayed by labor dispute. Work now progressing at normal rate.
-1528	Valve Motorization - Lake Merced Pump Station & Crystal Springs Outlet Towers	50,550.00	0	25	100		
-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	3,984,427.41	95	100	85	Work progressing at normal rate. Checking for leaks in reservoir.
-1600	Construction of Centralized Data Acquisition and Control System for C.D.D.	322,905.00	244,231.20	94	100	258 c.d.	Punch list cleanup in progress. Negotiating Modification to improve remote operation of pumps.
-1646	Excavation and Repaving for Water Service Trenches	107,800.00	64,122.75	95	62		
-1665	Calaveras Dam Repair	1,568,900.00	207,495.00	15	22		
-1666	Remedial Roof Work Central Pump Station	38,003.00	7,803.54	87	76		

NOTE: No contracts were completed since our last report.

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

January 28, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS	BUREAUS
Muncipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-13

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman, Dennis V.Carey

The minutes of the regular meeting of the Commission held January 14, 1975 were approved.

SPECIAL ORDER OF BUSINESS: Election of Officers

On nomination by Commissioner Byrne, seconded by Commissioner Diviny, Commissioner H. Welton Flynn was unanimously elected President of the Public Utilities Commission for the year 1975. On roll call, Commissioner Flynn abstained.

On nomination by Commissioner Diviny, seconded by Commissioner Berman, Commissioner Joseph P. Byrne was unanimously elected Vice President of the Public Utilities Commission for the year 1975. On roll call, Commissioner Byrne abstained.

RESOLUTION NO.	
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0030 M	Proposed application with the U. S. Department of Transportation for grants under the Urban Mass Transportation Assistance Act of 1964, as amended, for financial aid
	Vote: Ayes-Flynn- Byrne, Diviny, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0031 H	Bid Call, HH Contract No. 520 - Haight Street, Stanyan Street to Central Avenue, Painting Steel Trolley Poles
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0032 H	Bid Call, HH Contract No. 519 - Power Improvement Program - 19th Avenue, Randolph and Broad Streets, Underground Duct System
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0033 H	HH Contract No. 509 - Acknowledging receipt of Security Agreement and consent to assignment of payments due or to become due M. B. Painting, Inc., Contractor - HH Contract No. 509 - Paint

Steel Towers, Moccasin-Newark Transmission Line - Bank of America National Trust and Savings Assn.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0034 H Award of HH Contract No. 512 - San Joaquin River Valve House, Repairs and Piping - Vetter Plumbing Company, Inc., Stockton - Amount, $7,229

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0035 W Completion of Professional Services Agreement with Corrosion Engineering & Research Company

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0036 W Settlement of claim of Carl Zwissig - $2,747.21

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0037 W Completion of WD Contract No. 1646 - Excavation and Repaving for Water Service Trenches - $103,235.00, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0038 W Write-off of accounts receivable - November 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0039 W Cancellation of uncollectible rent due against Sunol Gardens, Inc., - Water Department property

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0040 W Authorization to negotiate right of way lease with Joseph L. Silva and Edith S. Lovell

Vote: Ayes- Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0041 W Settlement of claim - City and County of San Francisco v. Gerald L. Revell

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0042 M Setting date of February 25, 1975, at 2:30 p.m. for public hearing - Senior Citizen Muni Monthly Pass on a permanent basis

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0043 M Setting date of February 25, 1975, at 2:30 p.m. for public hearing - Senior Citizen Reduced Fare at All Hours and as Full Fare for Express and Candlestick Park Services, on a permanent basis

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0044 M Adjustment of the Freeway portion of the No. 17X Parkmerced Express route

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0045 M Adjustment of the Freeway portion of the No. 30X Stockton Express route

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0046 M Change of the northbound routing of Line 14X Mission Express

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0047 M Approving payment of claims - Municipal Railway - Month of December 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0048 M Bid Call, MR Contract No. 712 - Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0049 M Approving write-offs, compromise settlements and collection of damage claims - Month of December, 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0050 M Bid Call, MR Contract No. 614 - Transit Improvement Program - Fare Collection and Extraction

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0030-MR Approving payment of claims against the Municipal Railway in total amount of $63,400.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Special Order of Business - 2:30 p.m.

PUBLIC HEARING - On proposed applications with the U. S. Department of Transportation for grants under the Urban Mass Transportation Assistance Act of 1964, as amended, for financial aid in connection with four projects of the Municipal Railway modernization program:

Municipal Railway Transit Equipment Program (TEP) - Approximately $8 Million

Municipal Railway Transit Improvement Program (TIP)- Approximately $17 Million

Hetch Hetchy Water and Power Department Power Improvement Program (PIP) - Approximately $28 Million

Municipal Railway System Improvement Program (SIP) - Approximately $29 Million

President H. Welton Flynn opened the hearing and stated that an official transcript of the hearing would be made in conformance with Department of Transportation requirements. Mr. Flynn noted that hearing notification was advertised in the required official and minority newspaper publications, and notices mailed to neighborhood associations and labor unions.

John D. Crowley, General Manager of Public Utilities, stated that the need for the supplemental funds is dictated by inflationary construction costs, necessary additions to the program not previously anticipated, and by more realistic cost estimates from detailed engineering design. If the program is approved by the PUC, the Board of Supervisors will be asked to authorize submission of the applications to UMTA, where they will be eligible for 80 per cent Federal financing, Mr. Crowley stated.

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, outlined the total Muni modernization program and the four applications for supplementary amendments presently before the Commission. Dr. Christensen emphasized the inflationary impact on the program, noting that construction costs in San Francisco increased 55 per cent between June, 1970 and December, 1974.

Dr. Christensen said that the application for a technical studies grant for the implementation of a computerized management program, the Transit Information Management System (TIMS), was particularly important from a cost effectiveness standpoint. He pointed out, it makes little sense to spend $286 million for capital items if the proper management tools are not available to efficiently and effectively operate the system. The $2 million TIMS technical studies grant will cover the system design and software for this project for which the associated hardware in the form of a computer and related equipment is being requested in the SIP amendment. Dr. Christensen said that UMTA has indicated enthusiastic approval of this management approach.

Each of the program managers then briefly outlined the project requirements contained in the supplemental applications.

Dr. Christensen explained that funding of the local share will be through San Francisco Municipal Railway Improvement Corporation and Transportation Development Act allocations. Local funding also comes from Hetch Hetchy participation, use of Water Department property for storage purposes during construction, and the amount to be charged UMTA by the City for administrative contributions.

Following a period of discussion by the Commissioners, the meeting was opened for statements from the audience.

The following spoke:

Arthur Hecht, a member of the Board of Directors of SPEAK (The Sunset-Parkside Education and Action Committee, 1329 Seventh Avenue, San Francisco) speaking on behalf of Arthur J. Goedewaagen, Chairman.

Read a 2-page statement endorsing the principle of additional funding to carry on the Municipal Railway modernization program, in general; and more specifically, endorsed the use of additional funds to upgrade service on the N-Judah Line, including the plans for two electric substations in their community to provide proper streetcar service power.

Charles Rozema, 560 Noe Street; representing Eureka Valley Promotion Association.

Mr. Rozema said he could not speak officially on the organization's position on these specific items as they had not held a meeting on this but in the past they have very much supported Muni projects and improvements.

Mr. Rozema, speaking personally, endorsed the proposed surface track connection for the J and N lines to enter revenue service by means of a rail connection between the new Muni Metro Center to the J line terminal at 30th and Church Streets, in lieu of the proposed cross-Sunset District connection between the L and N lines, (which proposal has been under community criticism.)

He suggested that arrangements be made with BART to continue the temporary 17th Street shoe-fly track in service until the J-N connector to the Muni Metro Center has been constructed. (Mr. Bei pointed out this would delay completion of the Castro Station, and that the shoe-fly was presented to the people on 17th Street on the premise it was a temporary track.)

Mr. Rozema favored a loop pattern at the Market Street Muni subway terminal, rather than the proposed extension of the tracks easterly beyond Embarcadero Station to provide a wye terminal track, plus two storage tracks to meet peak hour demand and remove disabled vehicles.

Mr. Bei explained the extremely tight area radius available for a loop makes this alternative not feasible. Also, there is the added problem of a breakdown within the loop which would require pushing the car around, while disrupting service system-wide.

Marguerite Warren, 1746 - 32nd Avenue, Chairman, Transportation Committee of the Sunset Community Imrpovement Club.

Miss Warren said she was representing herself, and would report back to the club the following Tuesday.

She asked how much prior citizen and neighborhood group participation had taken place on the items discussed. She was of the opinion the facets of the program should be discussed with the affected areas before they are locked into the project.

Dr. Christensen stated that extensive meetings had been held with many community groups and further that all of the items which would have impact on the citizens would require an Environmental Impact Statement before UMTA would fund any of the projects. At the time of the EIR hearings all concerned citizens would be afforded opportunity to be heard as to their views. If objections are valid, UMTA will not go ahead with that portion of the project. An example of this was the Sunset crossover proposal.

Miss Warren also asked for clarification of the amounts expended by City on these projects, and who on staff level makes the final determination as to the items included.

Mr. Crowley stated that the local share would be 20 per cent or $16.4 million. Of the $286 million total improvement program, the local share would come to approximately $76 million inasmuch as past grants varied from 50/50, 66/33 to the present 80/20 basis.

Dr. Christensen explained that the Transit Improvement Control Group, consisting of approximately 60 engineers and others spending full time, have been developing the program to refurbish the Municipal Railway. As they develop the program, the staff is in constant contact with UMTA. No item being heard in the hearing today is new to UMTA. This is a very judicious system. It is not a matter of one "head," and items are not frivolously included. These capital grant applications have been eight months in the making--they have already received approbation from UMTA--and EIR hearings will be conducted on appropriate items.

Mr. Crowley summarized the presentation. Curtis E. Green, Municipal Railway General Manager, stated his support of the program, saying he had been in step all along the way, and that he and his staff have been actively participating in neighborhood meetings to discuss transit in San Francisco.

The Commission unanimously approved the grant applications and requested the matter be submitted to the Mayor and Board of Supervisors for authorization to execute and file the applications on behalf of the City.

A complete transcript of the public hearing is on file with the Secretary in the offices of the Public Utilities Commission.

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The meeting was recessed at 4:40 p.m. for ten minutes.

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Resolutions No. 75-0044, 75-0045, and 75-0046, express route changes for the 17 Parkmerced Express, 30 Stockton Express, and 14 Mission Express, all pertain to the freeway portion of the routes.

Mr. Green explained that moving the lines from James Lick Freeway (U.S.101) to Interstate 280, northbound, as well as changing off and on ramps, will result in more direct and faster service, and will provide convenient access to the Hall of Justice.

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Communications:

None

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Roll Call:

Commissioner Flynn commended the Utilities staff on the excellent presentation of the Transit Improvement Program application hearing.

Lawrence B. Martin, President of Transport Workers Union, Local 250A, also congratulated the staff on the presentation, and asked Mr. Bei, the Program Manager, to brief the Union on the program sometime.

Commissioner Berman suggested in future presentations, that staff include a recapitulation of the thousands of man-hours expended and the aggregate of people involved in the planning of a project from its inception to the public hearing. This would be a valuable inclusion to inform the public of the amount of work involved.

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Commissioner Carey has been invited to appear before the San Francisco Council of Womens Clubs to discuss "Violence on the Muni and What is Being Done to Correct It," on January 31, at 11:00 a.m. at the Marine Memorial Building, 609 Sutter Street. The Crime Prevention Unit of the S.F.P.D. which has jurisdiction over the Muni Security Personnel is arranging for Lt. Walter Braunschweig to also attend.

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Commissioner Carey announced that the Police Department has prepared an up-dated brochure entitled "Your Personal Safety Guide" which will be available for distribution through the Municipal Railway during the coming year.

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Commissioner Carey commended a private citizen, Daniel Coughlan for his action on January 22, while riding a cable car at 5:30 p.m., in coming to the aid of a purse-snatch victim who was a visitor from Kentucky.

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At the January 8th meeting of the San Francisco Bay Area Transportation Terminal Authority (SFBATTA) Commissioner Dennis Carey was elected Chairman. This group, with membership representing all Bay Area transportation organizations, will plan a terminal facility to be built in downtown San Francisco to become a transportation hub for Bay Area mass transit.

The planning and design phase will take about two years.

Commissioner Flynn instructed Muni General Manager Curtis E. Green to work closely and cooperate fully in whatever extent necessary to give valid data which will be expressed by Commissioner Carey as he will be speaking on behalf of the Commission.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0030

WHEREAS, The Municipal Railway, a department under the jurisdiction of this Commission, has underway three improvement programs, known as the Transit Equipment Program (TEP), the Transit Improvement Program (TIP) and the System Improvement Program (SIP); and,

WHEREAS, The Hetch Hetchy Water and Power, another department under the jurisdiction of this Commission, has underway an improvement program, for the benefit of the Municipal Railway, known as the Power Improvement Program; and,

WHEREAS, The forgoing programs are partially funded by grants from the Urban Mass Transportation Administration of the U.S. Department of Transportation under the provisions of the Mass Transportation Act of 1964, as amended and,

WHEREAS, After thorough studies of the projects included in these programs it has been determined that additional financing will be required in order to meet the objectives of each program; and,

WHEREAS, It has been determined that additional projects will be required to further develop the rehabilitation of the Municipal Railway; and,

WHEREAS, It has also been determined that additional funding will be required for implementation of a computerized management program known as Transit Information Management System (TIMS) in order to efficiently and effectively operate the Municipal Railway; and,

WHEREAS, Grant applications to the Urban Mass Transportation Administration have been prepared for amendments to the Transit Equipment Program (UMTA Project No. CA-03-0022), the Transit Improvement Program (UMTA Project No. CA-03-0043), the Power Improvement Program (UMTA Project No. CA-03-0056), the System Improvement Program (UMTA Project No. CA-03-0078 and for a technical studies grant for the proposed new Transit Information Management System; and,

WHEREAS, A Public Hearing was held on these applications at the meeting of this Commission on January 28, 1975, due notice of said public hearing having been published in the local press including those oriented to minority readerships; now, therefore be it,

RESOLVED, That this Commission does hereby approve said applications; and be it further,

RESOLVED, That this Commission does hereby request the Board of Supervisors to authorize this Commission, acting through the General Manager of the Public Utilities, to execute and file said grant applications on behalf of the City and County of San Francisco with the U.S. Department of Transportation and to accept grants to aid in the financing of these capital improvement programs of the Municipal Railway, generally described as acquisition of real and personal property for the operation of the Municipal Railway, an urban mass transportation project and to furnish such additional information or execute assurances as the Department of Transportation may require in connection with said applications; and be it further,

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0030

RESOLVED, That the General Manager take such actions as are necessary with the San Francisco Municipal Railway Improvement Corporation and the Metropolitan Transportation Commission to facilitate funding of the local share.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Thomas J. Flynn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0031

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 520
Haight Street
Stanyan Street to Central Avenue
Painting Steel Trolley Poles

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 (d) for maintenance of existing facilities, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0032

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 519
19TH AVENUE, RANDOLPH AND BROAD STREETS
UNDERGROUND DUCT SYSTEM

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Classes 1(b), 1(d), and Class 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0033

RESOLVED, That this Commission acknowledges receipt of and hereby consents to the assignment of monies due or to become due to M. B. Painting, Inc., Contractor, under Hetch Hetchy Water and Power Contract No. 509, Paint Steel Towers, Moccasin-Newark Transmission Line, to the Bank of America National Trust and Savings Association, 1027 The Alameda, San Jose, California; and be it further

RESOLVED, That the General Manager of Public Utilities be and is hereby authorized to execute for and on behalf of the Commission any and all necessary documents in connection with said assignment.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

RECEIVED

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0034

RESOLVED, That this Commission hereby awards to Vetter Plumbing Co., Inc., 1035 South Aurora Street, Stockton, California, as the lowest responsible bidder, Hetch Hetchy Contract No. 512, San Joaquin River Valve House, Repairs and Piping, in the amount of $7,229 and that all other bids for this work are hereby rejected; and be it further

RESOLVED, That the technical defect in failing to submit the entire contract plans and specifications with the proposal is hereby waived.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0035

RESOLVED, That this Commission hereby accepts the work as being satisfactorily completed and approves final payment in the amount of $840.61 to Corrosion Engineering and Research Co. covering inspection, plans and specifications for cathodic protection on Bay Division Pipelines No. 3 and No. 4 under contract dated December 14, 1971.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0036

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, and the City Attorney, this Commission hereby approves the claim of Carl Zwissig in the amount of $2,747.21, which amount represents an overage charged the claimant for acreage assigned to him by Public Utilities Resolution No. 71-0008; and, be it further

RESOLVED, That this Commission hereby authorizes that the payment of said claim shall be made in the form of a rental credit to Mr. Zwissig's account on leases which he now holds.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0037

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $4,565.00; approves Final Payment in amount of $11,492.30, in favor of Bepco, Inc. under Water Department Contract No. 1646, Excavation and Repaving for Water Service Trenches.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0038

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of November, 1974 in the amount of $3,663.68 per San Francisco Water Department list of November 30, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 23 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0039

RESOLVED, That on the recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, and the City Attorney, this Commission approves the cancellation of rent due against Lessee and the write-off of the debt as uncollectible.

Lease No.	Name	Date	Amount
2765	Sunol Gardens, Inc.	10/31/70 to 10/31/72	$ 10,775.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0040

WHEREAS, The term of the lease for a restaurant situated on the former Municipal Railway right of way in Burlingame, San Mateo County, awarded by this Commission by Resolution No. 69-0595, adopted October 9, 1969, to Joseph L. Silva and Edith S. Lovell, will expire on April 30, 1975; and

WHEREAS, This Commission adopted by Resolution No. 74-0391 on October 22, 1974 the policy that negotiation of a lease will be limited to situations where there is only one interested party (e. g. right of way leases) or under special circumstances when it will be in the best interest of the Water Department, as approved by the Commission; and

WHEREAS, Title to the building situated thereon vests in the City. However, lessees claim title to certain leasehold improvements consisting of all trade fixtures and equipment necessary to conduct a restaurant business on the leased premises, and intend to remove same upon relinquishing possession of said premises.

WHEREAS, Said restaurant is the highest and best use of the site; and

WHEREAS, The possibility of rapid transit use of the former Municipal Railway right of way is reported by authoritative sources to be at least 4 years in the future, and therefore precludes offering said site for lease on a competitive public bid basis for a term of sufficient length to generate interest; and

WHEREAS, Lessees are presently not in default of any of the terms or conditions of the lease or its amendment; and

WHEREAS, It would be in the best interest of the Water Department to negotiate a lease with the present lessees;

NOW, THEREFORE, be it

RESOLVED, That this Commission hereby authorizes the Water Department to negotiate a new lease with existing lessees for a term not to exceed 4 years.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0041

RESOLVED, That on the recommendation of the General Manager and Chief Engineer, San Francisco Water Department, and the City Attorney, the City Attorney is authorized to settle and dismiss that certain action entitled San Francisco v. G. L. Revell, Municipal Court No. 703770, for the sum of $1500.00 including settlement of the water bill portion in the amount of $878.00, the balance being for unpaid sewer service and utility users' tax charges.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0042

WHEREAS, The senior citizens of San Francisco are presently able to buy a monthly fast pass--the price of which is based on the amount of their reduced single cash fare--as the result of a trial program that began October 1, 1974; and

WHEREAS, Section 3.598 of the Charter of the City and County of San Francisco requires a public hearing before the fare structure may be revised on a permanent basis; now, therefore, be it

RESOLVED, That this Commission hereby fixes Tuesday, February 25, 1975, at 2:30 p.m., at Room 282, City Hall, San Francisco, as the time and place for a public hearing to consider permanent adoption of the existing schedule of rates, fares, and charges by the Municipal Railway to continue a charge for a Senior Citizen Muni Monthly Pass.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0043

WHEREAS, The senior citizens of San Francisco are presently able to ride the Municipal Railway at all hours for their reduced fare and also are not required to pay the additional fares for express and Candlestick Park services as the result of a trial program that began October 1, 1974; and

WHEREAS, Section 3.598 of the Charter of the City and County of San Francisco requires a public hearing before the fare structure may be revised on a permanent basis; now, therefore, be it

RESOLVED, That this Commission hereby fixes Tuesday, February 25, 1975, at 2:30 p.m., at Room 282, City Hall, San Francisco, as the time and place for a public hearing to consider permanent adoption of the existing schedule of rates, fares, and charges by the Municipal Railway to continue the provision that senior citizens may ride at all hours for their reduced fare and not be required to pay the additional fares for express and Candlestick Park services.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0044

WHEREAS, The Hall of Justice was constructed after the establishment of the freeway express portion of the 17X Parkmerced Express line; and

WHEREAS, Patrons of 17X who work at the Hall of Justice, a major traffic generator, must now get on or off at 4th Street and backtrack two and a half blocks; and

WHEREAS, The current northbound 17X Line's express portion of its route requires buses to make potentially dangerous lane crossing maneuvers; and

WHEREAS, The higher degree of congestion on U.S. 101 in comparison to I-280 also makes the proposed use of I-280 northbound more desirable; and

WHEREAS, The change of the freeway route northbound and the addition of a stop near the Hall of Justice can be accomplished without inconvenience to current patrons while at the same time providing increased convenience for many; and

WHEREAS, The establishment of a stop for southbound patrons starting from the Hall of Justice to go southwest requires only that buses enter the U.S. 101 Freeway at 7th Street instead of 4th Street; now, therefore, be it

RESOLVED, That the Municipal Railway be authorized to adjust the freeway portion of the 17X Parkmerced Express route as follows:

Northbound: Regular route to Interstate 280, then continue on I-280, 6th Street, Bryant, to 4th Street, thence on regular route to Market and 2nd Street.

Southbound: Regular route to Harrison and 4th Streets, then continue on Harrison to 7th Street on-ramp to U.S. 101 Freeway, thence on regular route.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0045

WHEREAS, The Hall of Justice was constructed after the establishment of the freeway express portion of the 30X Stockton Express line; and

WHEREAS, Patrons of 30X who work at the Hall of Justice, a major traffic generator, must now get on or off at 4th Street and backtrack two and a half blocks; and

WHEREAS, The change of the freeway entrance and exit points from 4th to 7th Streets and the addition of a stop near the Hall of Justice at 6th Street can be accomplished without inconvenience to current patrons while at the same time providing increased convenience for many; now, therefore, be it

RESOLVED, That the Municipal Railway be authorized to adjust the freeway portion of the 30X Stockton Express route as follows:

Northbound: Regular route to 7th Street off-ramp, Bryant to 4th Street, and resume regular route.

Southbound: Regular route on 4th Street to Harrison, then continue on Harrison to 7th Street on-ramp, and resume regular route.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0046

WHEREAS, The current northbound 14X Mission Express Line's express portion of its route requires buses to make potentially dangerous lane-crossing maneuvers in changing from Interstate 280 to U.S. 101; and

WHEREAS, The higher degree of congestion on U.S. 101 in comparison to I-280 also makes the proposed use of I-280 northbound more desirable; and

WHEREAS, The change of the freeway route northbound and the addition of a stop near the front entrance of the Hall of Justice can be accomplished without inconvenience to current patrons while at the same time providing increased convenience for many; and

WHEREAS, Using I-280 northbound will have the buses enter City streets at 6th Street instead of 7th, the route north to Mission should be on 6th Street because at Mission the buses turn eastward; and

WHEREAS, Changing northbound local service from 7th Street to 6th constitutes an abandonment of local service on 7th Street; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the northbound route of Line 14X Mission Express so that it will be: regular route to Interstate 280, then continue on I-280 to 6th Street, north on 6th to Mission, then resume regular route; and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0017

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $45,288.70, made by the Municipal Railway, month of December, 1974, per Revolving Fund Payment Requests Nos. 7257, 7276, 7278, 7279, 7281 and Request for Warrant Nos. 74-60, 74-62, 74-63, 74-65, 74-67, 74-70.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-2048

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Municipal Railway Contract No. MR-712--Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission July 25, 1974, Class 1B.

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of JANUARY 9 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0069

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves cancellations and write-offs of uncollectible accounts receivable which are more than ninety days past due and the adjustment of accounts receivable, month of December 1974, per list of January 7, 1975, $135.58.

RESOLVED, That this Commission hereby approves compromise settlements, month of December 1974, total amount billed: $3,907.02; total compromise settlements: $2,449.60; and approves collections, month of December 1974, amount of $6,498.63, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per lists of January 7, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 28 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0050

WHEREAS, In conjunction with the rehabilitation of the Municipal Railway, funds are available from the Urban Mass Transportation Administration and the Federal Highway Administration of the United States Department of Transportation to acquire a new fare collection and extraction system; and

WHEREAS, The Transit Improvement Program Control Group has completed plans and specifications to accomplish this acquisition; and

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved; now, therefore be it

RESOLVED, That this Commission hereby approves said plans and specifications and authorizes advertisement for bids for Contract No. MR-614, Fare Collection and Extraction; and, be it further

RESOLVED, That said authorization is subject to the concurrence of the Urban Mass Transportation Administration and the Federal Highway Administration.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 21 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0030-MR 1-28-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Ollie Ferguson	73 T 2075-1 $100,000.00	1-3	6-27-74	(A $1,950) (B $ 100)	$ 2,050.00
Susie Israel	73 T 2075-3 $100,000.00	1-3	6-27-74	A	1,650.00
Litigated Settlement					
Laverne Harris	73 B 1961-4 $100,000.00	1-3	3-17-74	A	2,500.00
Litigated Settlements - CA Office					
Lillian Cummings	69 T 0900-1 $50,000.00	8-6	11-8-69	A	1,700.00
Sara Ann Forbes	71 T 2015-1 $5,000.00	12-9	6-27-72	A	3,500.00
Rodolfo Gonzalez and Amanda Gonzalez	72 B 0570-1 $50,000.00 (Rodolfo)	1-3	9-17-72	(A $9,500)	
	72 B 0570-5 $25,000.00 (Amanda)	1-3	9-17-72	(A $3,500)	13,000.00
Robert E. Panelli	71 B 1794-1 $122,000.00	6-3	2-20-72	(A $15,000) (B $ 500)	15,500.00
William C. Spruill, now an adult	69 T 2085-2 $175,000.00	5-3	5-19-70	A	5,500.00
James Stavros	70 C 0238-2 $50,000.00 (co-deft to pay $4,000)	18-3	11-22-70	A	10,000.00
Michael Tarkman	73 B 5000-1 $4,000.00 (and City to dismiss cross-complaint upon receipt of $500.00 from plaintiff's insurance carrier)	15-3	1-3-74	A	2,500.00
Pamela A. Wolff	70 C 0238-3 $100,000.00 (co-deft to pay $2,500)	18-3	11-22-70	A	5,500.00
					$ 63,400.00

Appro. 4.735.804.000 Total settlements: 12

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 28, 1975.

Secretary and Assistant General Manager

1-28-75

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

PUBLIC HEARING

In re: Proposed Application
for Grant - $82,000,000
Amendments to UMTA Projects
CA-03-0022, CA-03-0043,
CA-03-0056 and CA-03-0078

REPORTER'S TRANSCRIPT

January 28, 1975

2:30 o'clock P. M.

Room 282, City Hall

MAURA SEPT, Reporter

SINCE 1931
HOTCHNER REPORTING SERVICE
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THIRD AND MARKET
SAN FRANCISCO, CALIFORNIA 94103
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COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

ALSO PRESENT:

John D. Crowley, General Manager of Public Utilities

Thomas G. Flynn, Secretary and Assistant General Manager Administrative

John M. Christensen, Assistant General Manager Finance

Curtis M. Green, General Manager, Municipal Railway

Rino Bei, Project Manager, Transit Equipment Program, Transit Improvement Program and Systems Improvement Program.

Robert Stein, Project Manager, Power Improvement Program

Dean Collins, Director of Computer Center

WITNESSES:

Arthur Hecht, Sunset-Parkside Education & Action Committee (SPEAK)

Charles Rozema, Eureka Valley Association

Marguerite Warren, Sunset Community Improvement Club

P R O C E E D I N G S

PRESIDENT FLYNN: The regular meeting of the San Francisco Public Utilities Commission will please come to order.

We have a public hearing today with reference to the four sections of the Transit Improvement Program.

If there are any persons in the audience, any individual or representative of a community organization, or even yourself, who have the desire to speak on any issue, would you please fill out a card and return it to the Secretary so that you may be called to express your opinions with reference to this public hearing.

DR. CHRISTENSEN: Mr. President, fellow Commissioners, as you are aware, San Francisco is the fortunate recipient of four major transit improvement grants for refurbishing the Municipal Railway. The four programs embody different aspects of the total improvement, and have come at different periods of time in the past five years.

The first grant that San Francisco received was in June 1969, when we received $1,036,000 to buy 50 busses, and this was a 50-50 grant.

Since that time, the total has changed materially. We have moved from those original 50 buses to 2,401 buses, to 245 trolley coaches, to 100 light rail vehicles, to assorted smaller vehicles.

We have included in these programs complete re-doing of all of the tracks overhead and feeder lines throughout the city. We have undertaken construction programs of significant

magnitude to re-do all of the stations, the maintenance shops, and all of the other structures required in order to have a first-class transit system.

To date, these four programs have included $147.5 million of approved items. We have pending in grant applications that you have approved but which the Urban Mass Transportation Administration has not yet provided the funds for, $46.9 million. Here today, you are going to be considering the four amendments that have been presented to you in an amount of $82 million additional.

When we add these items up, it comes to $286 million dollars which are being spent in varying percentages of support from the Federal Government to provide San Francisco residents and visitors who come here with one of the finest transit systems in the country.

I believe it is UMTA's objective to make San Francisco the outstanding example of refurbished metropolitan transit systems in our country. Hopefully, because of our compact nature and because of the ability to do this, they will be able to point to San Francisco with some pride, as we ourselves are able to ride and use this system with the same degree of pride.

Today, as you look at this additional $82 million that's being proposed for us, it must be borne in mind that these are not all new items. Although some new items are included in each of the four packages, the bulk of the money is required to cover the tremendous inflation that has occurred since the inception of some of these programs.

I have already mentioned that the Transit Equipment Program was started in 1969. The approval for our Transit Improvement Program, under which structures are being completely refurbished, was approved in June of 1972. The Power Improvement Program, which is being funded by our Hetch Hetchy system, was approved in April of 1973. The Systems Improvement Program was approved by you in February of last year.

Since these approvals, costs of construction and everything else in our society have gone up tremendously. For example, the cost of construction in San Francisco has increased 55 percent since January 1970 and through December of 1974, a 55 percent increase since we began these programs.

That is one of the major impacts that influences the additional funds that you have been studying and which you will consider today.

Additionally, there are some new engineering items that were not discerned at the outset. As the design studies went forward, it became apparent that some of the items had been under-estimated, and, therefore, from an engineering standpoint there have been additional costs included.

Then, too, there are additional items which have been required because of the rising expectations of our citizens and also because of the need to have a balanced program throughout, because, as you have just heard, we began these projects almost one each year since 1969.

Those are the items that you will be considering today. I hope any questions that you have will be answered satisfactorily

in detail by Mr. Rino Bei, who is the Project Manager for our Transit Equipment Program, our Transit Improvement Program, and our Systems Improvement Program; and by Mr. Robert Stein, who is the Project Manager for our Power Improvement Program, which is being funded by Hetch Hetchy; and for the technical studies grant, which is also made a part of this action and which will be covered in such detail as you wish by Mr. Dean Collins, Director of our Computer Center.

The technical studies grant embodies a complete management information system for the operation of the Municipal Railway. There is little point in spending $286 million on capital items, if we don't have the proper management tools to run and use those capital items. Certainly, if we expect this plant to operate at its optimum and to last as long as the vehicles can be serviceably maintained, we must have information readily available to the management of the Municipal Railway so they can operate in an effective way.

The Transit Information Management System is unique. It is a product of almost 20 months of study carried on here in the Municipal Railway. We have briefed you before on this program, but I would like to just interject an additional point now.

Our efforts in this area are already unique in the United States. No transit system has developed as complete a management information system as we have in concept. UMTA has adopted our views and philosophy in this area enthusiastically and has indicated that they intend to back us in both the procurement of the hardware which is included in

TIMS, a new computer, and peripheral equipment, as well as the front-end work that must be done in order to properly reflect all of the information that will be available to us.

These are the matters that you will be considering this afternoon, and I'd like now to ask Mr. Bei to give you a very quick overview of the details of the three projects for which he is the Project Manager. He will then be followed by Mr. Stein, and finally by Mr. Collins.

MR. BEI: Mr. President, members of the Commission; before we get into the details here, I have a little hand-out for you, which I know Mr. Carey and Mr. Byrne are familiar with.

This is the building cost index which is utilized for determining construction costs. I have underlined on this paper the San Francisco cost index, which indicates that just from December 1973 to December 1974, construction building costs in San Francisco went up 11.1 percent.

The Engineering News Record is an industry index that is used throughout the construction industry, and the Engineering News Record has projected the forecast that the index will continue to rise during 1975 at the rate of 9.9 percent. So, essentially, about 10 percent is the anticipated increase in the construction costs.

But, of course, our program will go beyond December 1975, so, while we have in previous applications tried to provide for inflation, we have perhaps been a little bit optimistic that they wouldn't rise as much as they have.

Consequently, we find ourselves here a year from the last amendment for some of these line items, whereby we are

asking for additional funding which will be required to complete these projects.

Also, new projects have become apparent during the past year or so that Muni had, you might say, on the back burner, and now it's time to come forth and participate in this project and request the appropriate funding for this particular project, which I will cover in some detail when I come to that particular line item.

Those projects are those that will make San Francisco -- as Dr. Christensen mentioned -- one of the finest transportation systems in the country, if not in the world. That sounds like glowing praise, but you have got to believe in yourself and your operation if you want to ever be able to succeed. That reflects the Muni's approach to its improvement programs.

The first program being amended is the Transit Equipment Program, which, if you will look on the summary which was furnished to you, the final page has the amount of money, and there we have the articulated rail transit cars -- the light rail vehicles, as we call them -- which are to add additional finance to cover the numerous change orders that have come about during the design and manufacture of the cars .

The next item is for small transit buses. These are what we call mini-buses -- not Muni buses -- which are the small buses. The mini-bus is approximately a 30 to 35-passenger bus, and these would be used primarily on shoppers' shuttle runs and routes where there is a narrow environment.

We had 20 already approved, but the amount of funds available there will be insufficient to meet the requirement.

We have new estimated costs for acquisition of these vehicles estimated at $40,000 each. Therefore, we are asking for the additional funding to acquire these 20 vehicles.

Down the line, we have the purchase of 242 radios. This is an administrative adjustment which we are making for UMTA's purpose. They have asked us to put the radios in a separate line item from the vehicle itself, so that's actually what we are doing here.

Originally, when the Transit Equipment Program was being funded and the initial application was made, there was no money included in there for engineering and for contingency funds, so at this time we are adding those two items requesting those fundings, which will make our total request for the Transit Equipment Program amount to $7,657,054, and this will make the total amount $66,558,040.

The second program which we propose amending today is the Transit Improvement Program. You will note that most of the rerailing contracts -- not contracts, but the rerailing line items for each of the rail lines -- and I know you are all familiar with the fact that we have five lines in the Muni -- based on bids we have been receiving on the track work which we presently have underway, our projections are that we will need additional funding to complete the rerailing on these various lines.

We will be underground with the new Muni Metro from Embarcadero all the way out to West Portal. The K, L and M lines have surface trackage, and that is what is being rerailed. We have the same thing at the Duboce-Portal, and we will have to replace the track on that.

Most of that track was put in in the 20's, so the age of that track is somewhere around 50 years old. Therefore, what we put in now will probably be here after a lot of us are gone.

Another item, construction financing, has caused this need for additional funding.

The next item we have is the Forest Hills Station. We had an architectural firm conduct an engineering study of the present Forest Hills Station. Under the new Muni Metro System, we have eight brand-new stations being constructed for the Muni Metro System by BART. The ninth station will be the Forest Hills Station, which was built by the City in 1917, when the Twin Peaks Tunnel was constructed. It's a very dismal place today and many people are afraid to go into the area, especially at night. It gives you a closed in feeling, narrow corridors; it's almost like a rabbit warren.

The engineering study indicated that the entire station should be completely replaced . You have the situation with the Forest Hills Station that there is concern about its ability to withstand an earthquake. The platform down at track level is too narrow to be utilized for a system such as the new Muni Metro System, and the surface configuration does not lend itself to utilizing the existing facilities under a possible rehabilitation program.

This particular estimate here is in the amount of $12 million. We had previously applied for $8 million. We are now asking for an additional $4 million.

Included in this project will be funding provided by the

Department of Public Works from gas tax funds because of the improved traffic conditions that will evolve from this development up on the surface. Essentially what we would be doing is separating the bus traffic by depressed bus-way from the local through traffic, automobile traffic and trucks, which would be operating on the surface itself. Consequently, we are now asking for this additional $4 million.

The next item is the Twin Peaks Tunnel repairs. We have had an engineering study completed by a well-qualified firm, and they have found things in the tunnel itself -- and you must recognize that that tunnel has been there for 58 years, it was finished in 1917 -- that must be corrected. For example, there are a lot of cracks that must be corrected in there.

We also have to include in there a complete ventilation system because when we connect the Twin Peaks Tunnel to the new Market Street subway, the Twin Peaks Tunnel will become an extension of the Market Street subway.

In that regard, we must provide the same environment in the Twin Peaks Tunnel that we have in the rest of the subway system. We have to add a ventilation system.

Also, the Fire Department has requested a fire line through the tunnel. It will be put in alongside the tracks, and will be available in the event a fire should occur on one of the cars or in the tunnel itself.

The next item is the new rail car storage and railway facility and K Line Terminal. We have discussed this before. We have shown you diagrams when we were getting ready to go out for bids. We are on bid right now, and bids will be

received on February 18th.

The estimated cost of this facility at the present time is approximately $16 million. We will be receiving those bids, which will cover the construction of the facility, but we also have several other contracts on switches and things like that ahead of time, so that we will have this available instead of waiting and letting the contractor order. We will gain quite a bit of time, and we will also have the advantage of being able to deal directly with the supplier of the rails and the necessary switches. We are talking roughly around 40 to 50 switches within the rail area itself in this storage yard.

The next item is adding a little, some money in there for our subway signal system, which is installed at the present time. We have a little short-fall on the necessary funding, so we are asking for some additional funding for that purpose.

The next item is the new combined Central Shop and replacement for Ocean Avenue Coach Yard. That essentially is one project, and it's the new yard now being constructed at 22nd and Indiana Streets. The first stage construction will be finished approximately the end of April. The Ocean Division buses will be moved to this location, so that they can start construction, and we just received bids on this job today. We received excellent bids on the Phase II construction, and we were very pleased we had a lot of activity. We had some excellent results in the bid process.

Thereis a lot of interest also in our Muni Metro Center,

on which we expect to get a number of bids.

Here we find ourselves short again, so we are asking for almost $2 million, to bring this total line item up to $12,400,000.

We have another item for engineering and inspection. Of course, when you start projects and get into more details, you need additional engineering and inspection money, so we are asking for that money.

Also, to cover ourselves in the event of contingencies, we have a contingency line item.

The total amount of this additional request is $16,417,000. If the previous amendment is approved in its entirety by the Federal Government, the total amount of the Transit Improvement Program would be $96,473,000.

The third program was a new program initiated last year when we had the public hearing for the initial application. This was primarily a program which included both rolling stock that had not been provided for in the Transit Equipment Program and facilities which were not in the Transit Improvement Program.

In this regard, UMTA requested us to combine these additional requests into a separate program. This was given the name System Improvement Program, and we have additional requests for funding to cover those projects, plus new projects that have been added through this program.

The first item that we are requesting is additional funding for the 5 additional mini buses, the small transit vehicles which we have over in the Transit Equipment Program

that had 20 in it. We have provision for 5 additional in this program, making a total of 25. This will mean that when we get these 25 buses, plus the 400 we have now, that is the new buses that were acquired in 1970, plus the 100 that we are getting, it will bring the total amount to 525 vehicles.

Then, of course, we have the trolley coaches, which amount to 345 trolley coaches.

Again, we have the item for separating the radios out from the vehicles. We have a separate line item to cover the acquisition of the radios for the vehicles that are being acquired under this program.

We have a driver training simulator. We have done the preliminary work on it, developed a preliminary spec which we have furnished to the industry. UMTA is quite interested in seeing this projecting as an industry standard. The purpose of this driver training simulator is to provide a driving environment for the operators to use in training and retraining our Muni drivers. Essentially, you might correspond it to the simulators that are used by the air lines to train pilots, except in this case, we will be operating in a bus environment.

The estimates we have received from the industry firms that prepared this particular item, indicates that the final cost will probably run in the range of $250,000.

There is one thing I want to point out about this. If it gets our drivers to the point where just one accident might be prevented by this training and retraining, I think this thing would more than pay for itself in our operation of the

system.

Down at the bottom of the page, we have computerized operations and maintenance programs. This portion of the program provides for the hardware and the associated installation that goes with that. As Dr. Christensen mentioned, it would be a new computer in the PUC Computer Center, which will provide the information for management both from a maintenance standpoint, operations standpoint, payroll standpoint, and supply standpoint.

The next item is office equipment and non-revenue vehicles. We have learned from UMTA that replacement of non-revenue vehicles and office equipment is an eligible project, so the Muni has compiled a list of the office equipment that will be necessary to equip the new facilities that are being constructed under the various programs.

This would provide all the necessary desks, files, office equipment, and automobiles and trucks that will be used in the operation of the Muni. We have compiled a list of all the equipment that we require as replacement.

The next item is the Muni Railway's facilities repair and rehabilitation project. We have in the Muni a number of facilities that are not going to be improved under these various improvement programs, such as our two trolley coach installations. When the Muni built those facilities in the 20's, they did a first-class job. Those structures are quite sound, and they will not require replacement or even too much in the way of rehabilitation.

But, there are some projects at each location . We also

cable car barn. We have a whole flock of projects. They amount to about 35 separate projects on this list, all combined under this particular line item.

We have a correction in the M Line in the Metro Center. We had asked for that previously, but now we feel we need additional funding to put that in. It will permit the M cars to come all the way around and go into the M Line terminal, which will be located alongside the BART Balboa Park Station, with a direct connection to the Balboa Park Station.

We have a new project which is called the Embarcadero track extension. When the Embarcadero Station configuration was being planned, the Muni found itself boxed in from the standpoint of costs, in that BART had a great reluctance to provide a viable terminal for the Muni, and Muni had to end up accepting a double crossover track, which, in the way of meeting our headways will create quite a problem in scheduling and staying within the configuration of the cars and of the trains that would be made up.

Now, the proposal here is at this point here, you are at the east wall of the Embarcadero Station. In other words, Market Street is up that way; the Bay is out that way. These two circles that we have on this diagram here are the two vent shafts that BART constructed as an adjunct to their under water tube which enters the Embarcadero Station at this location. These vents go all the way up from the BART tube, which is down approximately 60 feet below the street, and they have this vent shaft to get the piston action of the car

1 going here. It pushes the air out. You also have it for
2 ventilation purposes.
3 What is proposed is to punch through the two vent
4 shafts. This has been the source of a study, that it's
5 engineeringly feasible to accomplish this. The idea is
6 to bridge across this vent with an open lattice work and truss
7 system, with the ties across through this, so the vent
8 function will not be impaired and so the tracks will go
9 across this opening in here, and then would be tunneled up
10 to this point here approximately 150 feet, and then from there
11 on they would cut down the lower end of Market Street.
12 This would permit the crossover which is located at this
13 location over here would not be utilized. Instead the
14 trains would come in here, discharge -- there is a center
15 platform in the Embarcadero Station. The cars discharge
16 passengers into the center platform. All the people would
17 be discharging at this location. The trains would move
18 through into this wye reverse and come back out, and this
19 way you would have passengers boarding the cars ready to go
20 out on the opposite side of the platform. There would be no
21 co-mingling of boarding and disembarking passengers when
22 the cars are coming in. You will have people standing there,
23 ready to move onto the cars.
24 We expect with the traffic flow in five or ten years from
25 now, when lower Market is all fully developed -- and you all
26 know the development that is taking place in the Golden Gateway
27 and that has taken place south of Market -- this station may
28 become one of our busiest stations, if not the busiest.

So, the idea here would be to have this wye terminal. Other proposals have been studied about making a loop around here, but because of the foundations of the buildings on either side of Market Street, it is not possible to get a loop track into that small, confined space. Consequently, we feel that this will provide a solution.

In addition, to meet peak-hour demands -- because you are feeding these cars into the tunnel to meet the headways that will be required in the peak hours -- we would propose to have included two tail tracks, with one four-car train in each of these tail tracks.

The estimated cost is approximately $10 million. This is what we are asking UMTA to approve in this project.

As we get further down, we may have to adjust that amount when we get the engineering completed.

We also have the next item, Municipal Railway Headquarters Office Building, which will be a joint office building with the Water Department, Hetch Hetchy, Muni and PUC, which is to be located within the Metro Center site. The architect and engineer who did the layout for the Metro Center Station was given this assignment to see if he could work this building in, so the idea would be to avoid having to go out and get a site for this building.

The proposal was to build it on existing Muni property. The architect has laid this whole configuration out so there is room for a building to be located right along here, along the Geneva Avenue frontage, with an entry from San Jose, and a bridge across this loop track, and the lines go on out.

We have re-evaluated our requirements, and in this case here, UMTA is being asked to fund a portion of this building which is allocable to transit . This would be Muni 100 percent; Hetch Hetchy approximately 75 percent -- that is in their office requirements -- and then the PUC is also allocated approximately two-thirds to the transit system, so we end up with a building that is estimated to cost approximately $11 million when it's constructed, with the cost that qualifies for transit financing amounting to approximately $7 million.

Then we have another project which we have added to this program, and this would be -- we tried originally to get a connection across the Sunset, in which we had the tracks going on Sunset Boulevard out along the Beach, but due to the neighborhood opposition, it was necessary to cut back on our plans on that, so the idea would be to get the cars up to the end of the N line. Right now they have to go all the way down back in the subway and back out, the same way the J cars have to do this.

This way the J car can go directly into service at this location; the N car would go over here, and it would be over 5 minutes longer to go this way than if we had gotten the Sunset crossover (pointing to diagram).

The System Improvement Program is requesting $29,572,376 in additional funds, bringing the grand total to $65,260,096, if UMTA approves this program.

DR. CHRISTENSEN: Mr. Stein will now describe the Power Improvement Program.

MR. STEIN: The Power Improvement Program, which provides for the complete rehabilitation for the electrical power supply conversion and distribution system for the Muni Railway, directly to the collectors on the vehicles, including substations, electrification of the new subway, and items related to those programs, consists of approximately 49 separate line items in the grant that was approved in April of 1973.

We find that, due to the previously mentioned inflationary rise in construction costs and material costs, particularly in all electrical items , copper wire feeder cable, that 45 of these line items must be amended for an additional $18 million in funds.

In addition, we have found changing requirements and additional facilities that should be provided in the program. We have added nine new projects, new line items. These amount to a total of approximately $10 million.

The more significant of these items relates to a project for acquiring still useable and serviceable equipment in four substations now owned by the Pacific Gas and Electric Company and for further furnishing and installing new and additional rectifier equipment in these substations in order to modernize them, to bring them up to the standards of the 14 substations that will be City owned under the original program, so that all responsibility for the power supply for the Muni will be completely within Hetch Hetchy and the Muni, and will not be divided.

The total cost of the program, including the acquisition

of the equipment and related activities, is approximately $4-1/2 million.

Another new line item is that related to the Transit First Program. As you are aware, the Board of Supervisors has enacted ordinances providing for transit preferential streets in San Francisco. The implementing of this program requires the relocation and reconstruction of trolley coach wiring which has not been previously provided for. This line item will provide the necessary funds, estimated at $275,000, to relocate and recontract the necessary wiring on Mission Street from Van Ness to Beal, and on Fourth Street, from Market to Townsend.

An additional new line item in the program is the installation of electrification for the trolley system and feeders in the Market Street subway. This amounts to approximately $4 million. This was originally not included in the Power Improvement Program grant application, because it was expected that this would have been done by BART for the city. However, BART's responsibility and limitations seem to be that a system which would be unsatisfactory for operating the new vehicles in the subway. It would be satisfactory requirements, perhaps, for the old cars which were on the surface, but would not take care of the new vehicles.

Further studies of the engineering requirements of new vehicles showed that an additional and improved type of system was required and would cost considerably more. It was decided this should be a part of the Power Improvement Program,

so that the responsibility for the feeders and the hardware could be coordinated with that which was being provided under the Power Improvement Program in the Twin Peaks Tunnel and other parts of the system. Therefore, this item has been added.

A further line item was for a similar item, although much lower in cost, for the reconstruction of the overhead system in the Sunset Tunnel. This was not originally included in the budget. Again, due to the engineering features on the new vehicles, we learned that this system would have to be reconstructed, and therefore, it was added.

This is the first amendment to the Power Improvement Program which was conceived three years ago, and in the ensuing interval, a great many of these items have been defined and better cost estimates developed. Each of the line items of the 49 that you see on the summary in the last three pages there, takes into consideration inflation and engineering contingencies as projected to the end of the project.

PRESIDENT FLYNN: Thank you, Mr. Stein.

DR. CHRISTENSEN: Mr. Dean Collins will briefly describe for you the major functions and developments that we anticipate in the Transit Information Management System.

MR. COLLINS: The Transit Information Management System, which we refer to as TIMS, was begun about a year-and-a-half ago, and we were here before. I'd like to go into the phases of it now.

In our technical assistance grant, the first would be the

Personnel System, which primarily would keep track of bus drivers and employees of the Muni, their records, and carry them forward to a timely process. This is roughly a three-month entire project of $40,000.

The big one is the Maintenance System. We propose to provide on-line, immediate capability in the service and maintenance of all Muni vehicles within a computer located in the Computer Center, that being Phase II.

The third phase is Inventory Control. I think you have heard many times the inventory problems of the revolving funds and items of that nature. We propose to computerize this particular element of TIMS, reducing the lead time, automatically ordering quantities, and reducing the level of quantities kept on hand.

The fourth phase is the Accounting System. The Accounting System really ties all the other sub-systems into TIMS.

The fifth is Payroll. The platform contracts get more and more complicated. We feel a computerized approach, especially to platform payrolls, as well as per diem and miscellaneous employees, would speed up not only the process of warrants,but the process data associated with that.

The sixth item is Vehicle Scheduling, which is called RUCUS. That has already been approved by the Commission and by UMTA, and we are ready to commence on that in about a month.

The entire TIMS technical assistance amounts to $1,428,000, and the duration of the project will be approximately four years.

The general design, as I mentioned at the outset, has been completed. We have a commitment for $160,000 to begin from UMTA, and, as I mentioned, the RUCUS portion of TIMS has already begun.

DR. CHRISTENSEN: Mr. President, the project managers are prepared to answer any specific detailed questions that you might have.

It should be borne in mind that we anticipate 80-20 funding, 80 percent Federal and 20 percent local share. Our local share will come from the San Francisco Municipal Railway Improvement Corporation, from Hetch Hetchy, from our local inputs, because we are now charging UMTA administrative charges for the work that we are doing, and from Transportation Development Act funds, so that we feel our local share will be met with dispatch. We are confident that we will have -- if you approve these items and if the Board of Supervisors approves them -- 100 percent support from UMTA in processing these grants over the ensuing three or four years.

COMMISSIONER CAREY: I'd like to address a question to Mr. Bei, please.

Mr. Bei, in reviewing the documents submitted to the Commission, I am mindful of the events that occurred recently on the BART where they had an electrical failure and the emergency persons, namely the Fire Department, were required to pack equipment into the site of the occurrence.

Now, with regard to projections and engineering, what consideration has been given the engineering facets of this relative to the Forest Hill Tunnel coming from the West

Portal end?

MR. BEI: Of course, like any subway system, you can't get a fire engine in, you have to come down through the station and you have to carry the equipment in there, and there will be places with hydrants along the line where they can connect to it.

That is the longest stretch, between the Forest Hills Station and Castro Station, which is a mile and a half. And that is correct, if it hits the mid point, you'd have to haul everything in for three-quarters of a mile.

COMMISSIONER CAREY: Based on what occurred in the BART Station -- and I've had some conversations with firemen -- I would like you to explore with engineering personnel to see if it is feasible for you to provide some type of gas-operated equipment in a case of an emergency. The difficulty with the BART situation was by the time the safety personnel reached the site of the occurrence, they were physically exhausted from packing oxygen equipment on their backs. I think if some study can be given along that line, we might be able to come up with something helpful.

MR. BEI: This is exactly what we do have in mind, the high-rail vehicle. Unfortunately, it's the one the train ran into. But it's a vehicle that can run on the tracks. It gets the traction from the rubber tires on the rails. The proposal is to have it stored at the fire house on Sanchez Street, so that it could enter if there weren't any intervening cars.

If you're in a position where you have a fire, let's say,

between Civic Center and Powell and there was a car in between, you couldn't get to it, but if there is a possibility of getting in, we do plan to purchase such a vehicle for the Fire Department. We have it in our program.

PRESIDENT FLYNN: Are there any other questions from any of the Commissioners?

(No response.)

Mr. Bei, I'd like to ask you -- in view of the fact that we apparently have abandoned the possibility of going down Sunset Boulevard -- as I recall, UMTA had some reservations and asked us to do a prototype to show how this might look.

MR. BEI: We went to bid on that particular project and the landscaping bids, that is for the area which is currently under construction, were so high we rejected them.

We went back, separating the landscaping as a separate package, so you could compare what it would be like with and without it, but the bid was at $300,000 to landscape 1200 feet of right-away, so UMTA said, "No way would we participate in such a project. In view of the situation that the possibility of ever getting the Sunset cross-over was pretty remote, we made the recommendation to the Commission that it be awarded on the basis without landscaping.

PRESIDENT FLYNN: We may assume Sunset Boulevard is out now?

MR. BEI: I think we have not only the neighborhood group lined up against us, but we have some city groups lined up against us.

PRESIDENT FLYNN: Yes, we had to borrow the Board of

Supervisors' chambers when we had the meeting.

MR. BEI: All rolling stock will have the radios in them, new radios. The 400 GM cars and the ten flexibles all have radios now. Those are the red buses. All of the new equipment will be radio equipped.

PRESIDENT FLYNN: I might ask you again, the amounts that you are asking for now do have built in the escalation you expect to be present at the time these contracts are put to bid?

MR. BEI: If the curve stays like this.

PRESIDENT FLYNN: If it gets too far out of line maybe the contingency might pick up a little piece of it?

MR. BEI: In case of overruns on a particular line item. I'm not saying that could happen, but maybe three years from now when we are getting into the latter stages of that program, we don't know what the situation might be, and we might have to chop of a project or two of less priority.

PRESIDENT FLYNN: I think Dr. Christensen offered this, but again, may I ask, on all amounts we are asking for now the 80-20 is applicable?

DR. CHRISTENSEN: That's correct, sir.

On the contingency funds, we have had extensive discussions with UMTA officials. We have received a very receptive approach on their part to our suggestions on the amount in the contingency and also on the inflation factor that we inserted for each year up until the point that that project will be completed, so that it is built into the line item as well as in the contingency

PRESIDENT FLYNN: I'd like to ask one other question of Dr. Christensen.

After approval by the Board of Supervisors -- assuming that they are approved -- of line items which caused the grant to equal the dollars which you request, will it then be possible for the Board to decide we don't need a car as opposed to the budget now, that they may strip one out of your funds?

DR. CHRISTENSEN: Are you talking about the non-revenue vehicles?

PRESIDENT FLYNN: Yes.

DR. CHRISTENSEN: The equipment items, also referred to as the rehabilitation and replacement line items, are, in effect, test vehicles. We are not completely sure that they will approve everything that we're going to ask for, but we developed this through our discussions with them that it would be a good thing for us to put in, so we are doing this while, at the same time, we still have to go forward with our budget.

Now, our budget, as we get closer to budget time, hopefully we will have a reaction from UMTA as to the items they will approve. This will be accompanied by extensive lists. It will list every item of equipment, every item of equipment we will have to put into some building or something. We cannot include in here anything that will be rehabilitation in the sense of painting or anything like that, but anything that we can define as a piece of equipment or replacement for something already there is acceptable.

PRESIDENT FLYNN: Mr. Bei, you spoke of early purchase of

rail and electrical equipment so that you won't have delays. Is there any possibility that what you may buy will become obsolete down the line?

MR. BEI: Railroads haven't changed that much over the years. We have bought rails and ties, and there is now currently stockpiled enough to cover all of our projects.

PRESIDENT FLYNN: Now that we have abandoned the idea -- if that's a correct statement -- of the Sunset Boulevard crossover and are making a connection at another spot, I think you said the run was approximately five minutes longer than it would have been otherwise?

MR. BEI: It takes 34 minutes for the N cars to go along this way (pointing to diagram) using the J Line tracks on Church Street to arrive here at the N tracks on Duboce Avenue. The connection would be along this way, San Jose Avenue, Bernal Cut and Dolores Street to the terminal. The J would start as soon as the cars got there. Instead of having to go around like this they would start revenue service right there. Now, on this tie-line that is proposed, you can't put a single track, you put a double track. In the event that studies indicate it would be beneficial to serving the people of San Francisco to make this an extension, we could bring the J line around also. The Sunset crossover would have taken 29 minutes, so this would be five minutes longer.

COMMISSIONER BYRNE: Are the various plans approved for the city before they go out to bid?

MR. BEI: When our plans are prepared, and especially specifications, they go to the various departments such as the

Fire Department for approval before they are put out to bid -- not to the point of sending the plans and specs, but we work with the various departments, and some of them provided the sections to add to our specs.

COMMISSIONER BYRNE: They approve that the plans are up to the City Code before they go out to bid; is that correct?

MR. BEI: The projects, such as the buildings and things like that, are submitted to the Bureau of Building Inspectors, regular building permits like any other structure being built, and we have to get a regular building permit like any private project. On the construction projects, we don't. On the building permit we do it like regular street work, like the Department of Public Works does. Where we are providing facilities like this fire line, we have been talking with the Fire Department on that on what their requirements would be.

PRESIDENT FLYNN: This is where you are going through tunnels?

MR. BEI: The BART is building a fire system all the way from the Embarcadero to Castro Street as an adjunct to the subway itself. We have to take care of Twin Peaks Tunnel.

COMMISSIONER BERMAN: Their fire system is available for dual purposes?

MR. BEI: No, sir. We have our own independent system from BART. BART is on the lower level, on their own track level on lower Market. Then from Civic Center westerly there is only a Muni subway, so we have our own system along in there.

PRESIDENT FLYNN: Are there any further questions of

Mr. Bei?

(No response.)

PRESIDENT FLYNN: Are there any questions of Dr. Christensen?

(No response.)

Mr. Secretary, you have some cards from persons desiring to speak to the public hearing.

Some additional people have come into the room since I made the announcement. If you have a desire to speak on the issues, will you please fill out a card which is on the side table near the door and give it to the secretary, and we will call you in order of the cards submitted.

COMMISSIONER CAREY: I would like to ask two questions of Mr. Collins, please.

Mr. Collins, in your presentation regarding TIMS, I want to address myself to the second and third items you discussed with the Commission.

One was the subject of maintenance on line, we would be able to have a fairly immediate response to maintaining equipment.

Could you or someone for my benefit relate to us on the subject of maintenance the situation as it relates today on total rolling stock, how much of that is because of inability to keep abreast of this is tied up due to the lack of equipment to replace the rolling stock or make emergency repairs, and how will this new program benefit the community?

MR. COLLINS: The two prime causes of equipment failures and breakdowns are improper preventative maintenance and

one part inavailability. That means two things; it either isn't there or it is there and you don't know where to find it.

Our maintenance system proposes to keep track of each piece of rolling stock, the parts that are associated with that in their entirety, and, with the inventory system, to be able to locate those parts.

This is specifically preventative maintenance, which we think can free up more coaches, because that is the gist of the maintenance system. It gets extremely technical when you consider the gross number of parts, but this would be an on-line system where, for example, in the shop the mechanic will go over to Coach 1135 and he can find out the last two years' activity.

Another big payoff on this is that we can determine on breaklines the good ones from the bad ones. You will know that the brakes were replaced six months ago and the coach has gone X-amount of miles. The purchaser awards the contracts to different vendors, and we can say, "Hey, we don't want those brakelines; we know they are not as good." That information is not available now.

MR. CAREY: The critical part of your construction, your inventory construction, would give us lead time and X-number of items will be on hand for our craftsmen or machinists?

MR. COLLINS: Yes. We have spent a lot of time -- we found that a lot of their problems are that it takes six months to get an item, so you have got to forecast nine months.

MR. CROWLEY: This will also in the subway surface cars identify the major components, not just the cars, but the

major components of it.

PRESIDENT FLYNN: Are there any further questions of the gentlemen who made presentations?

(No response.)

PRESIDENT FLYNN: If you would call the persons who wished to speak.

MR. HECHT: Arthur Hecht, representing the Sunset-Parkside Education & Action Committee.

This is a statement of the policy of our organization concerning the need for additional federal funds to promote improved mass transportation in San Francisco. I am speaking on behalf of Mr. Arthur J. Goedewaagen, Chairman of SPEAK's Citizens Planning Commission, who regrets that he is not able to personally present this testimony.

SPEAK is a community organization with 330 dues-paying members who reside in the Sunset and Parkside districts, some 50 of whom may also vote their own personal conscience in our deliberations as representatives of an equivalent number of organizations and agencies in our community. Our planning section, SPEAK's Citizens Planning Commission, is made up largely of such organizations.

In general SPEAK wholeheartedly endorses the principle of additional funding to carry on the modernization program of the San Francisco Municipal Railway. In August 1971, our organization passed a statement on transportation and street use policy which declared that, "The present balance between automobile use and mass public transit should be tipped increasingly in favor of the latter . . . " This statement

endorsed improved transit service within and between the Sunset-Parkside district and other parts of the City, along with better coordination of existing and future mass transit modes such as BART.

SPEAK expanded on this position in a policy statement passed a year ago. In response to the energy crises, SPEAK noted that "Federal, state, and local appropriations for research, development and operation of mass transit systems must be expanded with the utmost speed." The statement also noted that energy shortages "must be met with immediate steps to upgrade the safety, dependability and convenience of existing public transit services" such as those provided by the Municipal Railway.

More specifically, SPEAK wholeheartedly endorses the use of additional funds to upgrade service on the N-Judah line. During the past three years we have been in touch with nearly every civic organization in our community concerning the need to construct a streetcar right-of-way, with loading platforms and attendant street landscaping, to supplement a city plan to relay streetcar tracks and underground utility lines on Judah Street. Currently construction is taking place to implement this plan between 9th and 19th Avenues. This construction was approved by a 9 to 2 vote of the Board of Supervisors.

But funds are now needed to fund this plan between 19th Avenue and 48th Avenues. The implementation of a streetcar right-of-way and loading platforms on this final stretch of Judah Street is desired by residents in this area who want

the safety, the reliability, the convenience, and the energy savings provided by this massive upgrading of streetcar service in our community. The basic elements of this plan have been endorsed by the great majority of the improvement clubs, merchant groups, and other organizations in our community. It has been the subject of intensive public input at many well announced public meetings held since May of 1972.

The need for additional federal funds to pay for the improvements on Judah Street is imperative.

In addition, the staff of the Muni met with SPEAK's Citizens Planning Commission around two years ago to present plans for two electric sub-stations in our community needed to provide proper power for streetcar service. It was and is our understanding that these substations would not require the destruction of any residence and would not environmentally degrade the area, and on this basis no objection was made to these projects at that time.

In conclusion, SPEAK wishes to congratulate the Municipal Railway and the Public Utilities Commission on their initiation of these transit improvements, while urging you to take every action to implement the specific plans in our own community as quickly as possible. We have waited too long already, and the City has moved entirely too slowly on these projects. Let's move ahead now to assure that these transit improvements will be properly funded.

PRESIDENT FLYNN: Let a copy of the document be filed with the Secretary.

Thank you. The next speaker, please.

MR. FLYNN: Mr. Charles Rozema, representing the Eureka Valley Promotion Association.

MR. ROZEMA: The Eureka Valley Association has not had a chance officially to take a position on this specific item because we haven't had a meeting, but in the past, as you know, we have very much supported Muni projects and improvements.

I would like, however, to make a couple of personal observations on this. Number one, the extension of the J Line sounds like a very desirable thing. You should realize that by so doing one could provide clean and quiet transit service to an area that does not now have it by substituting J streetcars for 26-Valencia buses.

Number two, however desirable this may be, I am worried about the possibilities of implementation. That is, I am worried that it may not be possible to construct such an improvement by the time the Muni Metro is supposed to go into service.

As you might know, at present the streetcar is detouring from the Twin Peaks Tunnel in our neighborhood and is running down 17th Street. I would like to suggest that the staff -- the Commission give consideration to making arrangements with BART, which is building the subway for Muni, to keep these tracks in service if it is necessary as a temporary means for getting M line cars into service without having to go all the way downtown. The tracks are there, and they are being used right now, and I don't think it would be very difficult to keep these tracks for a purpose similar to what has been

proposed here.

Thirdly, I have some very serious reservations about this wye terminal. Mr. Bei was speaking before about how one could move trains out of the station. I am wondering whether Muni's proposal to couple the streetcars from the individual lines into trains is going to work.

You may know that the first subway in the United States was a streetcar subway like Muni's, and it operated with a loop. It was a streetcar operation; it wasn't a train schedule every certain number of minutes. Streetcars came almost at random and two or more of them could occupy the station at the same time.

The promotion for the BART system showed an artist's conception of the Powell Street station with a single streetcar and side loading platforms. The whole business of having to go to double cars, having to compose this business of operating cars in trains, which no other subway service operation -- they do operate trains, but they don't try to couple them from different lines. They do operate so that more than one car or train can be in the same station at the same time. They all have loops.

It is going to take an operator time to change ends here, to get in and get back out. Essentially from an operational standpoint, you still have a crossover, you have just moved it to beyond the end of the station, and I suspect there will be delays and problems in coordinating the surface portion of the Muni Metro service.

I would really be much happer with this proposal if it

included a loop, and I think it would solve a lot of problems that Muni has had to adapt to because of BART's earlier intransigence.

PRESIDENT FLYNN: It would be my wish, Mr. Bei, if you would respond to these issues.

MR. BEI: When the original studies were made on the Embarcadero station, consideration was given to looping track around the vent shafts at that location, but you find yourself boxed in by the foundations of the buildings on either side, and you can't get a loop in there because you have got to go out beyond just the track area, you have got walls to put in. We have the studies that have been made that investigated the possibility of a loop.

One of the original concepts back in the original composit report that was made by the consultants to BART before the BART election was held in '62 was to have a loop around the block, so to speak, around the lower end of Market. But at this point (pointing to diagram) -- in other words, you can't make that tight a turn if you went around the block, but, of course, you are talking about an extended length of subway. You would have to contract considerably more than this. Also, you would have the situation of the added running time that you're adding to the whole operation beyond that station.

It was primarily that you just cannot squeeze in a loop within the confines of the Market Street property line.

PRESIDENT FLYNN: This is something that cannot be done with the buildings?

MR. BEI: That is correct.

MR. CROWLEY: What if you just had the loop and you had breakdowns down there? This gives us the insurance that at least we can shuttle the cars into the wye or the two parallel tracks and the crossover in front is mighty good insurance, because if anything goes wrong with that your whole system is dead.

COMMISSIONER BERMAN: How many sets of cars can be held in storage?

MR. BEI: On this one or --

MR. BERMAN: On this proposed one.

MR. BEI: You would have two storage tracks along here, one on this side (pointing to diagram) which would hold a four-car train; one over here that would hold four cars also; and the middle track becomes the operational track, whereas, at the present time at the Embarcadero Station at the far end of the station we have room to put two cars only.

Mr. Crowley mentioned this does give you that refuge, that otherwise you are going to have to push that car all the way out to the system. If you have a car within the train itself that becomes defective, you have got somewhere to put it until you can get down to work on it, and then take it out during the nighttime hours when you're not interfering with operations. You actually will have the capacity for eight cars additional storage.

COMMISSIONER BERMAN: And is it your intention to keep eight cars there normally?

MR. BEI: This would be involved in Muni schedules as to

how many cars they would need to have there.

This would also be utilized, if the schedule works out, instead of the cars in the morning peak hours when most of your cars are out, then a lot of them go all the way back to the barn and back again in the afternoon. They can lay over in this location, and you wouldn't have to go all the way back out and down again during the afternoon.

MR. ROZEMA: My point was that it would be, I believe, desirable to extend streetcar service on the J and substitute that for 26-Valencia.

MR. BEI: In other words, use this as a service line instead of using a tie-line. As I mentioned, as the result of studies, if the service was there and if the need existed, then you could extend it, you would have that flexibility. All you would have to do is just put it in service because the tracks would be there.

PRESIDENT FLYNN: Are you not talking about, sir, using it because you have fear that other operations --

MR. ROZEMA: What I was talking about was the temporary track on 17th Street between the point 100 feet west of Castro Street where the streetcars are presently using, and this trackage is fairly new.

MR. BEI: The only problem with that is that you'd never finish the Castro Street Station because BART is supposed to remove them, and it is their obligation of keeping up the whole intersection and keeping up the station. In fact, when it was put in there, it was sold to the City.

PRESIDENT FLYNN: They would remove it at no cost to us?

MR. BEI: All at the expense of BART. It was sold to the people on 17th Street and it was originally a temporary track.

MR. ROZEMA: I'm not saying that this should be left there permanently necessarily, but until you can get the J Line built, then you should.

If I could make one last comment. I believe that there are curves that the streetcars are presently operating on and presumably the LRV's can operate on them as at this time within the building line of Market Street?

MR. BEI: Yes, but you have the situation where you would be squeezing these cars in there because they are making the turns around such a tight turn continually. This was investigated thoroughly by the consultant, even in the early days when we were working on the design of the Embarcadero Station.

MR. ROZEMA: But you do agree it is physically feasible to build such a system?

MR. BEI: It would be pretty difficult. You might be able to squeeze it in, but I don't think it is really a good design, and none of the consultants were in favor of it. They recommended some other solution.

COMMISSIONER BERMAN: I think the word is "possible" rather than "feasible". The possibility exists, but the feasibility seems to be negative on the part of the engineering and consultants involved.

MR. BEI: When you are constructing this thing, you would have to underpin all the buildings around Market to support them so they didn't settle into your excavations.

PRESIDENT FLYNN: Which might incur a liability on our part.

COMMISSIONER CAREY: Mr. Bei, the third area raised by Mr. Rozema was a question and information he was seeking and his concern relative to the element of time on the crossover downtown.

Do you see any problem as related to the time factor of the equipment at that location?

MR. BEI: Through the crossover?

COMMISSIONER CAREY: Yes.

MR. BEI: This has been a matter of concern. You have another situation. BART has crossover tracks at their terminals at Daley City, Concord and Richmond, but those trains are five minutes apart. We will be pushing these cars through there -- right now we are limited to about two-and-a-half minutes, and we'd like to get a minute-and-a-half, if possible.

COMMISSIONER CAREY: But you don't expect any major problems with the crossover?

MR. BEI: The crossover that we're ending up with now?

MR. CAREY: Yes.

MR. BEI: We do find that if anything goes wrong in there, we're dead, because the whole system comes to a halt, and you have four switches there, any one of them could go out and you're stuck there with only one side of the platform that could be utilized. You can only use it in this direction (pointing to diagram) and go back out again. It's good to have it if we build this one, because it's an emergency that you could use if something happened down in here.

PRESIDENT FLYNN: May we have the next speaker, please.

MS. WARREN: I am Marguirite Warren, and I am Transportation Chairman of the Sunset Improvement Club.

Mr. Chairman, and members of the Public Utilities Commission:

I have been sitting here thinking if I had the hindsight in 1966, I wouldn't have gone against Mr. Carr's bond issue, and you would not have all the trouble with streetcars that you are having today; we'd have had buses. But, I didn't have the forethought as I did with BART, so I am suffering.

I am speaking for myself, and I am a member of an improvement club. I will take this back to the club, and we will formulate a letter and send it back to you.

What I am very interested in, is I know we are going for $82 million, and each department comes up and says there are new things in it. Could anyone tell me, are any of the new proposals -- is it mandatory that you go back to the citizens for their support, or is it a public hearing that must be heard on some of these new items?

PRESIDENT FLYNN: I think we comply with the law with the public hearings; is that not correct?

MRS. WARREN: We're talking about $82 million now, but has there been a citizens' participation other than today on any of the new items that are coming in?

MR. BEI: The Urban Mass Transportation Administration requires full evaluation of each project, which involves public hearings and all that before they will fund any project. They require an environmental impact statement on

each line item where it involves opening up public streets. The California Environmental Quality Act and our own city planning procedures will also require an evaluation, at which time all of these would be aired to discuss the particular project.

PRESIDENT FLYNN: Let me say, as I recall some of the new items recited by Mr. Stein, they related to some overhead wiring. Is that what you have been talking to people about?

MS. WARREN: Mr. Bei says he doesn't even mention the figure, and we are not sitting here with the report that evidently you have, and consequently, the question arises in my mind, each gentleman says, "We have put in new items", and I want to know this, if it is not necessary for citizens' participation?

I know how we are trying to be polite. I know how we are being misinformed, and, consequently, I want to be sure that is taken care of.

PRESIDENT FLYNN: Dr. Christensen, you talked about some equipment items.

DR. CHRISTENSEN: There is nothing new in TEP or TIP. The only new items in PIP would be the "Transit First" items, which I believe are in accord with the Board of Supervisors directives, and procurement of equipment from PG&E in order to reduce our long-range charges and provide information throughout the system.

The Transit Improvement Program is largely increased engineering and inflation. There are, however, items that Mr. Bei referred to as the "J" extension and the Embarcadero

extension.

Now, we do have in the TIP program at the present time the Embarcadero spur for $2 million, and that is in itself an extension of the line, but it's not sufficient to give us the flexibility that is needed and as described by Mr. Bei.

These are two major new items, and, with the "J", in the System Improvement Program there would be a requirement for an Environmental Impact Report on each. All of the items that have an impact on the citizens will require an environmental impact report, and at that time expressions can be made by the citizens.

Now, if those are not favorable, then UMTA will not go ahead with the project. An example of that was the Sunset crossing in which we didn't get approbation, and, therefore, we suspended it. We didn't eliminate it; we suspended it, and it is still in a state of suspension so that we can re-energize it if desirable to do so. However, apparently it's not, and, therefore, it will stay in suspension while we prepare the "J" alternative.

PRESIDENT FLYNN: Do I interpret it then that items that necessarily need community sanction or input will be taken care of even if it's done subsequent to the granting of these increases?

DR. CHRISTENSEN: Yes, sir.

MS. WARREN: I've another question on that point.

When these projects -- or when there is an extension or some new ideas, who gives their official okay to it

within the department, because it seems to me that this can be a perpetual factor that we will be going back all the time to improve our system. Unfortunately, the way the figures are set up would not be the way you and I would do it.

I would like to know the original set of figures and how much the San Francisco incorporation is involved in this, and how we progress as we go back and ask UMTA for more money.

I am interested to know, in listening again to all of these new proposals, who makes the final determination that it will go into the plan?

PRESIDENT FLYNN: This Commission does.

MS. WARREN: Well, I --

PRESIDENT FLYNN: Excuse me. We would hope to be intelligent enough after their presentation to make the decision. We make it after staff has done the work, and hopefully, we will --

MS. WARREN: I was below the Commissioners. I was thinking in terms of the staff, because, as I see it, it becomes apparent that we could new item ourselves to death on this particular set-up if someone comes along and thinks of something else.

I recognize you make the final determination when it's presented to you, but who presented to what person in the staff?

PRESIDENT FLYNN: Are you asking me whether or not the community comes to staff before the staff comes to the Commission?

MS. WARREN: No. I have listened to the gentlemen say that they went out, they decided to improve it or add to the system.

Who gives the permission for them to add to the system so that they can finally come to you?

PRESIDENT FLYNN: First of all, we have consultants and engineers who are looking at these projects. We have authorized them to do so from the inception, and it's my understanding that they get together with the staff and negotiate whether this is the best possible way of doing it. After that time, it comes to this Commission.

Before we start any project, we hire consultants to work with the staff, I think is the best way I can answer it.

The General Manager makes recommendations to this Commission under the Charter grant of authority to him, and other direct power or derivative power from the Commission, so I think the answer to Ms. Warren's question is that the General Manager is the one.

MS. WARREN: But I want to know who tells him?

MR. CROWLEY: This is a continuing process in an operation of this size. You have staff meetings, people have ideas, and you accept some of them.

PRESIDENT FLYNN: This meeting today is for the benefit of the public to put their input in, and the Eureka Valley Association has just had a chance to say something. But I think I am on the right track as to who tells who.

DR. CHRISTENSEN: We have a Transit Improvement Program

Control Group that consists of approximately 60 engineers and assistants who spend full time developing an adequate program to refurbish the Municipal Railway.

As they develop their program, they are in constant contact with the Urban Mass Transportation Administration. None of the things that are before you this afternoon are new or strange to the gentlemen from UMTA. We have taken all of this material back to them and have discussed it. They have come here and have had extensive briefings with the control group men, who are highly skilled in all sorts of engineering and who are being paid 80-20 by the Federal Government to do this planning.

So that it is not a matter of somebody saying, "Add here", or "Add there"; I believe this is a very judicious, well-thought-out plan.

It has been approximately eight months in the making for the four capital grant amendments. They have already received approbation from the Urban Mass Transportation Capital Assistance Division, and I think the fact that we have an "EIR" on each item where appropriate is sufficient for all input by any individual citizen who might object to anything.

COMMISSIONER CAREY: In reference to a question addressed to us by Ms. Warren, on one special report we have 49 items approved, and 45 of those items, principally because of inflation, have increased to the tune of $18 million. So, inflation is one of the primary factors related to this.

The second facet of it, where certain extensions have been developed through staff and the General Manager recommended

to us to consider today, those matters requiring an Environmental Impact Report will be subject to a public hearing. Maybe Ms. Warren and other groups may voice their opinions that ultimately may change the result of the decision.

DR. CHRISTENSEN: Ms. Warren is well aware of that. We have had extensive meetings with the citizens of her community with respect to the improvements that are being made on the streets out there, and she has had ample opportunity to add her views.

PRESIDENT FLYNN: I'll take your next question, then, Ms. Warren.

MS. WARREN: Based on your financial position as we increase, going back to the Government, and have to come up with the 20 percent, I am rather interested in knowing the impact. As you say, it will be $16,400,000 based on the $82 million.

Can San Francisco take the impact, or what part of this have you considered will be on the ad valorem tax, or will it come out of revenue sharing -- so, that we do have this increasing factor. Unfortunately, to improve something costs money, but we have put a lot in it, and we don't like to see more coming out of the ad valorem taxes.

PRESIDENT FLYNN: I'll just briefly say that it is better to pay 20 percent to do that which we would have to pay 100 percent to do. The system has got to be improved, and the least expensive way to improve it is to take all we can get from the Federal Government and put our matching

portion in. I think we have to consider whether or not this is a good venture, and it could very well cost us all of the $82 million. We just must do it.

While I don't know what it will cost -- I'll defer to Dr. Christensen on that -- I think we have to first accept the concept that the system must be improved even if it takes ad valorem taxes.

DR. CHRISTENSEN: Mr. President, the local share of this $286 million will be approximately $76 million. That works out to a percentage of about 27 percent.

The reason it's higher is because you will recall, as I mentioned earlier, our first grant was for $1,360,000. Very many of our grants were at 66-33 and now we are getting 80-20. All of this money today is 80-20. The $40 million that is currently pending back there -- or almost $50 million, will be at 80-20.

As you have stated, there is no way in which this city can improve its transit system unless this assistance comes. It's got to come from some place, and if anyone thinks that we can make refurbishment of this nature without paying something, I just don't know where they have learned their mathematics. We have to pay something. We are paying now 20 percent out of every dollar, and I think we are extremely fortunate to have the support that we are getting.

MR. CROWLEY: On the Power Improvement of $28 million, there will be nothing on the tax roll, it's all Hetch Hetchy local money. On the other 54, we get an annual fund from the Transportation Development Agency of the State.

We have been averaging $5 million on that per year, which is not property tax, so when you multiply what we get there by five, it becomes a pretty good number, too. We have been averaging pretty close to $5 million a year, so $5 million becomes $25 million.

This is paying a considerable part of this. There isn't too much left over that hits the property taxes, actually.

MS. WARREN: Our community has had the feeling -- and I have another question --

PRESIDENT FLYNN: We are going to answer all the questions you want to ask.

MS. WARREN: You misunderstand. I am living in an area that's having problems with the Muni Railway, and we don't look at the Muni in the same given light and heartfelt thoughts as some other people do.

PRESIDENT FLYNN: This is the view that you say, quote, your community has had for some time. It doesn't come as a surprise to us.

MS. WARREN: We found out that we're being lied to, and we don't appreciate that one iota. That came out inadvertently at a meeting.

In the light of this proposed transportation system and the lines which you are going to put new tracks on and everything else, is there anywhere in the Muni for a look at the rescheduling? I understand this is in the making, of the buses in connection with the streetcar lines, or are we going to do that locally?

MR. GREEN: We do have a study being made by consultants

who will be studying the operations and the schedules, and certainly, Ms. Warren, as we modernize our system in terms of its physical equipment, we will be looking very closely at how we can better utilize the bus system and the streetcar system to better serve the public.

MS. WARREN: You're going out and talking to people and asking for support. I don't think you would be aware of it, but this is not what's coming out once we look into whatever you propose under this grant. Then we found out, by an off remark, that you are proposing perhaps to change our bus system, and here we look into one phase of it and we don't know the other. Would it not be more expedient on transportation if you are going to put this so-called right-of-ways, that you intend to go --

MR. GREEN: What rights-of-way?

MS. WARREN: The streetcar right-of-ways -- that you come out at the same time and discuss your proposals of changing your other facets of the system of transportation in San Francisco and not let us hang fire with one and then have to fight the other one?

This was just an innocent remark that came out of a meeting that there was a study being made to change the bus system and this means again, sir, that we are working on one facet of your transportation, and all of a sudden, the rest of it could be changed. We have to go ahead and work again.

Wouldn't it be compatible when making all of these proposals that the change come into being so that we know at one time?

PRESIDENT FLYNN: Ms. Warren, when you started to speak you were very distinctive in making the observation you were speaking for yourself, and that means "I". Now you seem to be expressing the view of "we, the community".

Was the improvement association notified of this public hearing?

MR. FLYNN: I can't say off-hand; I think they were.

PRESIDENT FLYNN: I'm a little troubled here -- and I don't want to cut off debate -- but I'm a little troubled here. I'm getting personal now.

You have completely diverted your conversation from your personal concerns and now you are speaking about the people in the community.

I have said for the benefit of everybody here before that I have often wondered where is this organization that never appears at these public hearings to give us the benefit of their thinking in lieu of Mrs. Warren's "I, I, I, I,". Now, I don't want to be rude about this, but I'm just about at wit's end. Are you really talking about us abusing the neighborhood which you come from -- and that's a kind of a bad remark -- but I'm just wondering what are you really saying?

It would seem to me that the community that you purport to represent is satisfied. They have made no observations to us. We do not intend to walk over any community or any neighborhood in reference to environmental impact. We intend to carry out those charges, because we have that responsibility -- is that correct, Mr. Crowley -- to the Federal Government. We must document that we have attempted to

satisfy the communities.

So I would appreciate it if you would really give me your views, which you started off with before you started telling me about the various communities. Let's stick to your concerns as opposed to the communities, who have not said one word.

MS. WARREN: I think I have a perfect right to answer you. The people in the community where I happen to live are working people who do not have the time to come down to City Hall and sometimes fight their cases, and also are of the feeling, many of them, you wouldn't like it anyway if you come down here.

PRESIDENT FLYNN: Then you do represent the community?

MS. WARREN: I said that I represented myself. I am the Transportation Chairman of the Sunset Improvement Club. We are having a meeting on Tuesday evening where these views and discussions -- and we will discuss also the fact that we had somebody out at our place and what remarks were made, and I have personally -- just personally -- been talking to individual merchants, and these remarks are coming out. One made a point to call me up to tell me something that came out of a meeting. He was told by a member of your staff that came out from the Muni Railway, "Why bother to fight if you're going to get it anyway?"

PRESIDENT FLYNN: I wonder who the man was who came from the Muni? We most certainly will deal with a situation of that nature.

MS. WARREN: That happens to be when we --

MR. GREEN: May I answer that?

PRESIDENT FLYNN: Let's proceed. I don't want to have a personal debate here.

MS. WARREN: I'm going to finish this one answer. Every time someone comes and asks them a few questions, they get up and defend themselves in a very defensive fashion. This is a public hearing. People are interested in what they're doing. We are not always enamored with what they are doing; sometimes we are, sometimes we are not.

Somewhere along the line we like to be heard, and we're sure not being heard this particular moment on the representation that comes out from the Muni Railway to participate with the citizens of San Francisco, period, and good afternoon.

PRESIDENT FLYNN: Dr. Christensen, would you like to summarize this?

DR. CHRISTENSEN: Mr. President, fellow Commissioners:

You have been presented this afternoon with what our group, our control group in concert with UMTA representatives and engineers consider to be the final installment of the total improvement program based upon our current knowledge of prices and requirements.

We have attempted in this presentation to be complete so that we may not under-run our project and, therefore, have to come in again with an additional amendment.

We have attempted to program our requirements in a way that will permit UMTA to fund these items in accordance with their total programs throughout the country.

We feel that the $82 million which you are being requested to approve now for the capital grants, and the $1.4 million -- or $1.5 million with contingency -- for the technical studies grant, will materially aid the San Francisco Municipal in becoming the urban mass transit example that UMTA wants it to be.

PRESIDENT FLYNN: Thank you very much.

MR. BEI: Just to allay the concerns, perhaps, of the Commission about our neighborhood participation, the Transit Improvement Program has been under way for approximately two-and-a-half years, and rare is the week that passes that I or a member of my staff, Mr. Green, Mr. Stein, or the Department of Public Works are not working with neighborhood groups. We are working with neighborhood groups continuously. There is input, and we are all known to the neighborhood groups throughout the city. They call us, they give us ideas, they write us letters, and there is a continual flow back and forth. We are all out there all the time. If you knew how much overtime our people have put in, it would mount up into thousands of hours.

So, despite what Ms. Warren commented on, we have been working with the neighborhoods continuously.

PRESIDENT FLYNN: And specifically with the neighborhood of which she speaks?

MR. BEI: Yes, specifically with the Sunset District.

PRESIDENT FLYNN: Let the record show that.

MR. CROWLEY: I believe that this program has been very thoroughly thought out. We have been working on it

for eight months. We probably had a dozen meetings just on that extension through the Embarcadero. This is the best way to go, looking at all the alternatives.

We have tried to coordinate with the people in Washington to give them our ideas -- there is no sense going down a blind alley -- and they seem to agree with our concept. I think most of the items will be approved, and I feel this is the result of a lot of hard work and the best expertise we could round up on this project.

PRESIDENT FLYNN: Thank you very much.

MR. GREEN: Mr. President, I certainly do want to stand here and emphasize my total and complete support for the program and the funding to further update and improve our system. I have been part of the whole concept at each step of the way, although perhaps there may have been misunderstanding. I want to make it clear that I totally support it, and have been a part of it. I think it's vitally necessary that we have continuous support.

COMMISSIONER CAREY: May I inquire, have you and your staff participated in neighborhood meetings with the Sunset District --

MR. GREEN: Yes.

COMMISSIONER CAREY: -- and discussed various issues regarding our transit system?

MR. GREEN: Yes, sir. I have been to several meetings of the Sunset group and at all times we have stood up there and answered their questions. I would say that the reception has been friendly and our position has been understood, and

it is my feeling that our position is supported.

COMMISSIONER CAREY: Thank you.

PRESIDENT FLYNN: Are there any further questions of the Commissioners?

(No response.)

Mr. Secretary, will you call the roll? We are voting as a package item?

MR. BERMAN: The total presentation.

(Whereupon, the motion was adopted unanimously.)

PRESIDENT FLYNN: Thank you very much. The resolution is adopted.

I don't believe that we need the court reporter for the balance of the hearing.

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SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT EQUIPMENT PROGRAM

UMTA PROJECT NO. CA-03-0022

SUPPLEMENTARY AMENDMENT DETAIL

PROJECT DESCRIPTION

Articulated Rail Transit Cars (LRV). Under this program Muni is currently acquiring 80 articulated rail transit cars (known as Light Rail Vehicles or LRVs). The cars are being manufactured by the Boeing Corporation. As in the procurement of any vehicle of new design, engineering changes or design modifications occur.

In order to procure a vehicle most responsive to transit needs it will be necessary to order these changes or modifications. It is requested that an additional amount of $2,000,000 for this purpose be added to this item, increasing it to a total of $28,000,000.

Small Transit Buses. Funds were approved for the acquisition of 20 small transit buses at an estimated cost of approximately $25,000. Recent bids received for these buses have indicated that they will cost approximately $40,000 each. It will be necessary to provide additional funding in the amount of $301,404, thereby increasing this line item to $800,000.

Radios For Trolley Coaches And Small Buses. The original application requested funding for 210 radio-equipped trolley coaches. At UMTA's request, the radios are now being listed separately. This results in the establishment of a line item for this purpose in the amount of $710,650, which will purchase 242 radios (for 210 coaches and 20 small buses plus 12 spare radios) and required base stations installation.

Engineering. No funds for this purpose were included in the original application. To date, the purchase of the 400 buses has not required the expenditure of significant amounts of engineering funds. It is now necessary, however, to provide design engineering and inspection for the light rail vehicles, trolley coaches and small buses and should be allocated 5% to cover these costs. This amounts to $2,220,000 and this is the amount being requested for this line item.

Contingencies. It is necessary to provide funds for engineering changes, price escalations and unforeseen modifications. It is therefore being requested that a contingency line item be established to cover those items still to be acquired. A contingency fund for this purpose would amount to $4,370,000. For the rail transit cars described above $2,000,000 of this amount is requested for the line item for the purchase of the 80 articulated rail transit cars. Therefore, it is being requested that the balance of $2,370,000 be provided in the Contingency line item for any other changes or modifications to the vehicles being procured under this program.

UMTA PROJECT NO. CA-03-0022
TRANSIT EQUIPMENT PROGRAM - MUNICIPAL RAILWAY
SUPPLEMENTARY AMENDMENT

Project Line Item		Amount Previously Approved	Additional Amount Required	Revised Amount
10.01.06	Purchase of 400 48 passenger radio-equipped transit buses	$15,698,524	None	$15,698,524
15.01.04	Purchase of 80 articulated rail transit cars	26,000,000	$2,000,000	28,000,000
10.01.02	Purchase of 20 small transit buses	498,596	301,404	800,000
15.01.04	Purchase of 11 used streetcars	44,000	None	44,000
15.04.01	Rehabilitation of 11 used streetcars	66,000	None	66,000
10.01.09	Purchase of 210 electric trolley coaches	16,634,976	None	16,634,976
	Purchase of 242 radios for trolley coaches and small transit buses and installation of base stations	None	765,650	765,650
10.02.08	Purchase and installation of a base radio station	33,268	None	33,268
10.07.00	Purchase of a used GM motor coach	31,622	None	31,622
	Engineering - design & inspection	None	2,220,000	2,220,000
	Contingency	None	2,370,000	2,370,000
	Estimated Gross Project Cost	$59,006,986	$7,657,054	$66,664,040
	Less: Proceed from sale of used equipment	-106,000	None	-106,000
	Estimated Net Project Cost	$58,900,986	$7,657,054	$66,558,040

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

UMTA PROJECT No. CA-03-0043

SUPPLEMENTARY AMENDMENT DETAIL

General. With the ever-expanding spiral of the inflationary trend in construction costs it has been necessary to review the various projects in this program to determine the expected costs at the time of construction. The estimates of funding for those projects which require a considerable amount of construction have been increased. Some projects have had the design phase completed and cost estimates indicate that additional funds will be required. Detailed engineering studies have been made to establish the requirements that will permit the Municipal Railway to carry out its assignment of providing transportation service to the citizens of San Francisco and its numerous visitors.

This amendment is the second amendment submitted for this program. Approval of the first amendment is pending. Those projects requiring additional financing are included in this amendment.

Rerail N Line. The first contract for this project is currently under construction. It is part of an overall improvement of Judah Street which will have a semi-exclusive right-of-way in the center of the street for operation of the new Muni Metro transit cars (known as Light Rail Vehicles). This will minimize interference by automobiles with Muni operations and assist considerably in maintaining schedules so that subway operations on Market Street will not be impaired by surface traffic conditions. Loading islands are being provided for the safety of Muni patrons. Based on the prices bid for the first contract it was evident

that additional funding was needed to complete the rerailing of the N Line. A contract for the rerailing of the tracks in the Sunset Tunnel (a section of the N Line) is currently getting underway. The estimated additional funding required amounts to $417,000. With the original approved amount and an additional amount for which approval is pending, the amount for this line item will be $4,591,000.

Rerail L Line. It will also be necessary to increase this line item. The initial contract for this line will be starting early this year. Approximately one mile of this line is scheduled to have the raised semi-exclusive right-of-way installed. The estimated additional requirements amount to $254,000 and with the approved amount and an amount pending approval the line item will be $2,790,000.

Rerail J Line. This project includes approximately 1-1/2 miles of raised right-of-way. As stated above for the other rerailing projects, bid prices show that this project must be increased an additional amount of $115,000 to a revised line item amount of $1,260,000.

Rerail K Line. The portion of the K Line between Ocean Avenue and St. Francis Circle is currently being rerailed. The K Line will be extended from the present Phelan Loop to a connection with the loop track at the new Muni Metro Center which will permit the K Line to have a direct connection to the Bay Area Rapid Transit District's Balboa Park Station. This will provide an excellent service for both BART and Muni patrons. All cars going into and out of service travel over the K Line tracks to the individual lines.

In coordination with the City's Department of Public Works, a joint project will provide the Muni cars an exclusive right-of-way along Ocean

Avenue between Phelan Avenue and the Interstate Highway 280 overcrossing. Long loading islands connecting with a pedestrian overpass will furnish excellent service for the numerous students at City College of San Francisco.

An additional amount of $182,000 will be required which will make the revised line item $997,000.

Forest Hill Station. The amount approved for this project in the original application was $1,892,000. In the first amendment to this program a request for additional funding was submitted in the amount of $6,108,000 for a total of $8,000,000 which was estimated to be the cost of a new replacement for this underground station, which was constructed in 1917, to bring it up on a par with the other eight transit stations which BART is building for the Muni for its subway operation.

A preliminary engineering report on this station has been completed by a well-know architectural firm which designed five BART stations. The report indicated that very little improvement is possible for the original amount. A complete rehabilitation of the station is possible for the amended amount, if approved. However, this firm stated that because of the age of the present station and its condition, a safety hazard exists and recommended that consideration be given to a complete replacement of the station as the only prudent and feasible course of action.

Conceptual designs were included in the report. It is Muni management's position that a new station should be constructed, utilizing the conceptual design in the report. The other City departments enthusiastically endorse this position as an outstanding improvement in the City's transit system. The Department of Public Works is willing to contribute gasoline tax funds towards the project for the improved traffic conditions on the surface that will result.

An additional $4,000,000 will be required to cover the Muni portion of the project. This will increase this line item to $12,000,000.

Twin Peaks Tunnel Repairs. A preliminary engineering report by a consulting engineering firm has been completed. The amount of structural repairs required has been established and will be part of a contract to get underway this year. All work will be done during night hours of 11:00 PM to 4:30 AM when streetcar operations are suspended. Streetcars for all lines use the tunnel every day and it is not possible to shut down the tunnel since these lines carry a large portion of the Muni patronage. In addition to the structural repairs, it will be necessary to add a forced ventilation system to the tunnel since it will be connected directly to the Market Street Subway when Muni lines go underground in the new subway being constructed for Muni by BART.

The ventilation system will also exhaust smoke and heat in the event of a fire in the tunnel. It will also be necessary to provide a water main for firefighting purposes throughout the length of the tunnel. With the foregoing improvements, the tunnel, which essentially will be an extension of the subway, will then be able to meet the requirements of a modern subway system.

An additional $1,880,000 will be required for the above improvements thereby making the amount for this line item $3,000,000.

New Rail Car Storage and Service Facility and K Line Terminal. The design of this facility, which will be known as Muni Metro Rail Center, has been completed and bids for its construction are now being solicited. The consulting engineering firm has developed an excellent design, with cost-consciousness given primary consideration, and yet which will furnish

an extremely efficient operation. The new facility will be utilized to store and maintain the 100 transit cars which currently are on order. The facility will also include a revenue loop track and a terminal for the K and M Lines adjacent to the BART Balboa Park Station, thereby permitting a direct connection between the two systems.

Included in this facility will be mockups and training aids to enable the maintenance personnel to become thoroughly schooled in the many complex features of the new transit cars. Muni will be the first transit system to use the new Light Rail Vehicles and it is imperative that they be expertly maintained.

With the inflationary trend in construction cost, it will be necessary that additional financing be provided to build this most essential facility. The original amount approved for this project was $5,466,000, but this estimated cost was prior to the determination of all the requirements of the new cars. The first amendment to the program requested an additional $4,734,000 and this amount is currently awaiting approval. A detailed cost estimate of $16,000,000 has been prepared by the Consultant to include the entire facility with permanently installed equipment. It will be necessary that an additional $5,800,000 be provided and this is the amount requested in this application.

Safety Train Control for Subway. It has been necessary to add several change orders to the contract for installation of the subway signal system. These change orders were issued to improve the signal system and to add cab signal sets for the 20 additional LRVs being acquired under another program (UMTA Project No. CA-03-0078). In order to provide the

funds to cover the cost of this contract, $149,000 is added in this amendment making the line item $3,500,000.

New Combined Central Shop and Replacement for Ocean Avenue Coach Yard. The final design of the new central shop for maintenance of all Muni buses, the new operations building and the cable car repairs and carpenter shop has been completed. This Phase II construction at the new bus storage and maintenance installation at 22nd and Indiana Streets is currently out to bid. The entire complex has been designated the John M. Woods Motor Coach Center, named for the previous Muni general manager.

Under Phase I construction, the bus storage yard, the service line which includes inspection pits, fare removal, fueling and cleaning functions and a temporary operations building are being constructed.

The design of this installation is such that an efficient operation will result and an effective maintenance program can be undertaken. Extensive study by the consultant has resulted in a cost-effective design and will enable the Muni to carry out its maintenance mission.

Construction costs have escalated substantially so that additional financing will be required. The original approved amount for this project, which consists of two functions combined on one site, was $5,986,000. An additional $4,633,000 awaits approval under a previous amendment. In order that this installation may be completed, an additional amount of $1,781,000 is being requested which makes this combined line item $12,400,000.

Engineering and Inspection. In order to provide engineering and inspection costs to cover the supplements included in this amendment, it will be necessary to increase this line item by $1,023,000. This amount

together with the $2,675,000 now awaiting approval, in a prior amendment, will increase this line item to $8,094,000.

Contingencies. The original application for this program did not include a contingency line item to cover cost overruns, design changes and modification of requirements. A prior amendment requested establishment of this line item for such purposes. The amount requested in the prior amendment was $7,278,000 and is awaiting approval. It is now requested that an additional amount of $816,000 be added to the previous request which results in a line item in the amount of $8,094,000. This represents a 10% contingencies factor for all the projects included in this program.

UMTA PROJECT NO. CA-03-0043
TRANSIT IMPROVEMENT PROGRAM - MUNICIPAL RAILWAY
SUPPLEMENTARY AMENDMENT

PROJECT LINE ITEM		AMOUNT PREVIOUSLY APPROVED	AMOUNT APPROVAL PENDING	ADDITIONAL AMOUNT REQUESTED	REVISED AMOUNT
010 151200	Rerail Twin Peaks Tunnel	$ 916,000	$ 672,000	None	$1,588,000
040 151200	Rerail N Line	3,585,000	589,000	$ 417,000	4,591,000
050 151200	Rerail L Line	2,233,000	303,000	254,000	2,790,000
020 151200	Rerail J Line	894,000	251,000	115,000	1,260,000
030 151200	Rerail K Line	741,000	74,000	182,000	997,000
060 151400	Repave M Line	164,000	None	None	164,000
070 150403	Rehabilitate Overhead Wire System	1,235,000	3,115,000	None	4,350,000
080 151200	Forest Hill Station	1,892,000	6,108,000	4,000,000	12,000,000
110 151200	Twin Peaks Tunnel Repairs	1,120,000	None	1,880,000	3,000,000
120 301200	Rehabilitate Communications Control Center	180,000	120,000	None	300,000
130 151110	New Rail Car Storage and Service Facility & K Line Terminal	5,466,000	4,734,000	5,800,000	16,000,000
140 300900	Safety Train Control for Subway	2,741,000	610,000	149,000	3,500,000

UMTA PROJECT NO. CA-03-0043
TRANSIT IMPROVEMENT PROGRAM - MUNICIPAL RAILWAY
SUPPLEMENTARY AMENDMENT

PROJECT LINE ITEM		AMOUNT PREVIOUSLY APPROVED	AMOUNT APPROVAL PENDING	ADDITIONAL AMOUNT REQUESTED	REVISED AMOUNT
150 300900	Fare Collection & Passenger Guidance Equipment	$2,641,000	$2,000,000	None	$4,641,000
160 300300	New Shop Equipment	662,000	1,838,000	None	2,500,000
180 150207	Radio Antenna in Subway and Tunnels	167,000	323,000	None	490,000
190 150205	Vehicle Location Monitoring System, Communications and Surveillance Equipment	1,314,000	500,000	None	1,814,000
200 301100) 230 101100)	New Combined Central Shop and) Replacement for Ocean Avenue) Coach Yard)	5,986,000	4,633,000	$1,781,000	12,400,000
210 101100	Conversion Potrero Coach Facs.	192,000	None	None	192,000
220 101100	Replacement for Kirkland Motor Coach Yard	2,971,000	None	None	2,971,000
240 301100	New Passenger Waiting Shelters	180,000	None	None	180,000
250 150401	Construct New Cable Cars and Rebuild Existing Cars	497,000	None	None	497,000
260 151130	Extend Cable Car Line to Fisherman's Wharf	835,000	1,065,000	None	1,900,000
270 151200	Rerail Existing Cable Car Lines	1,996,000	None	None	1,996,000
300 150404	Electric Strand Alarm System	73,000	None	None	73,000
310 150401	Improve Cable Car Lighting & Braking System	91,000	None	None	91,000

UMTA PROJECT NO. CA-03-0043
TRANSIT IMPROVEMENT PROGRAM - MUNICIPAL RAILWAY
SUPPLEMENTARY AMENDMENT

PROJECT LINE ITEM		AMOUNT PREVIOUSLY APPROVED	AMOUNT APPROVAL PENDING	ADDITIONAL AMOUNT REQUESTED	REVISED AMOUNT
600 300801	Engineering & Inspection	$ 4,396,000	$ 2,675,000	$ 1,023,000	$ 8,094,000
	Contingency	none	7,278,000	816,000	8,094,000
	Estimated Gross Project Cost	$43,168,000	$36,888,000	$16,417,000	$96,473,000

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

UMTA PROJECT CA-03-0056
TRANSIT POWER IMPROVEMENT PROGRAM
SUPPLEMENTARY AMENDMENT DETAIL

GENERAL

The line items in the original budget were prepared in early 1972 and were based on preliminary estimates developed from a conceptual design study. Since that time the scope of each line item has been developed by more thorough engineering. Certain operating criteria and power requirements of the new subway-surface light rail vehicles have changed or have become better defined. The effect on the power supply and distribution system was evaluated by an updating of the conceptual design, approved by UMTA. The final report was received after the approval of the Project grant and budget. Subsequent detailed engineering design has developed more realistic cost estimates. Unprecedented inflationary trends in materials and construction costs have resulted in greatly increased costs.

The project budget has been revised twice, both times resulting in no increase in total project funds. The first revision transferred funds from the contingencies line item to the various line items associated with the purchase of rectifier Substation equipment. The second revision transferred funds from contingencies, engineering and inspection line items to set up supporting services and project administration under the new cost allocation plan.

The revised estimates in this supplementary amendment take into account all changes in system requirements and inflation as forecast to the completion of the Project.

PROJECT LINE ITEMS

Purchase and Install Rectifiers and Related Switchgear for Substations.

The low bid received and approved by UMTA for the furnishing and delivering of the Substation equipment was $5,896,434. The existing total budgeted amounts for all Substations for furnishing and installing the equipment is $6,157,000, leaving a balance of only $260,000 for installation. Our estimated cost of this installation work is $1,541,000, requiring an increase of $1,281,000. Part of the increase is due to the higher equipment cost. The remainder is due to inflation and required work not originally accounted for. The original estimates were based on an average percentage cost of equipment as installation cost. This did not account for the cost of above-average conduit and feeder installations within the Substation building or property, which in some stations is considerable. In the case of installation in existing Substation buildings, no allowance was made for mechanical ventilation, fire detection and alarm systems, minor structural repairs necessary to accomodate the new equipment, or noise suppression equipment. In addition to the above complications, which are applicable to all Substations, specific items are as follows:

Sutter Substation.

This Substation will be located on property in a Redevelopment Area and will be surrounded by new housing developments. To satisfy the requirements of the Redevelopment Agency, this Substation will be an underground structure set back from the street and reached by a narrow driveway between buildings. This requires longer than average runs of feeder conduits and cables. This is one of the larger Substations and has many feeder circuits. The additional funds required for this installation is $113,000 of which $61,000 is for the increased feeder work.

Bryant and Downtown Substations.

This item is for a new installation at Bryant and half of the installation (one of two 4,000 kW units) at the existing Downtown Substation. The other half of the Downtown installation is combined in a line item with Laguna Honda Substation. The estimated cost for this installation is $214,000 of which $62,000 is for Bryant and $152,000 for Downtown. Due to an error when combining Downtown in two different line items, the actual cost of the equipment for this line item is greater than the amount budgeted for equipment and installation by $95,000. Therefore, additional funds of $309,000 are required. The high cost of the work at Downtown is due to reasons stated for an installation in an existing building, complicated in this case by the necessity for removing the existing equipment in phases and keeping the remainder operating while installing the new equipment. This is also a major Substation with many feeder circuits; hence, a larger cost for feeder work within the station.

Outer Mission Substation.

The existing switchgear and transformer will be retained at this existing Substation. Only the existing mercury-arc rectifier is being replaced by a new silicon-diode type unit. The cost of the equipment has depleted the budget. The additional funds required for the installation are $19,000, which includes feeder work in the station and other costs stated for work in an existing building.

Richmond Substation.

The original budget contemplated installing the existing rectifier and switchgear from the old West Portal Station (to be abandoned) at the existing Richmond Substation. The switchgear and transformer can be used but the existing

mercury-arc rectifier is to be replaced by a silicon-diode type. The cost of the equipment has depleted the budget. The additional funds required are $132,000, which include the removal of the equipment and transportation from the old to the new location, the installation of the equipment and removal of the old equipment and other costs stated for work in an existing building.

Downtown and Laguna Honda Substations.

This item is for the installation of the other half of the equipment in the existing Downtown Substation and for the new installation at Laguna Honda. The estimated cost of this work is $290,000 of which $152,000 is for Downtown and $138,000 is for Laguna Honda. Due to the error in allocation of funds for each part of Downtown as combined in two line items, a larger proportion was left in this item, and additional funds of only $80,000 are required to complete this installation. The high cost of the work at Downtown is again the same as stated for the first half of the Substation in the previous line item. The high cost of the work at Laguna Honda is due to extremely long feeder and service runs. The original location for this Substation, on City Property, was adjacent to a vent shaft from the Twin Peaks Tunnel. The feeders run down the vent shaft to the tunnel. Due to the City Master Plan open space requirements for this land use, the Substation had to be re-sited 300 feet away from the original location, near other buildings on the property at the edge of the open space area. This greatly increases the cost of the D.C. feeder installation. Additionally, the 12 kV A.C. service for this Substation is not available from the PGandE Company in the immediate area. It is necessary to provide the service conduit and cable from the West Portal Station, 5,250 feet to the west, through the tunnel and up the vent shaft. The increased feeders and service work add $93,000 to the cost.

In addition to the $80,000 requested to complete the installation of equipment now on order, $330,000 is requested to purchase and install additional equipment at Laguna Honda Substation. This Substation will supply power for the central portion of the Twin Peaks Tunnel. A failure of the single rectifier unit now planned would interrupt service to all vehicles in the tunnel. The other Substations serving the tunnel and the Market Street Subway have dual rectifier units to provide service reliability and safety. The second unit at Laguna Honda will bring this Substation to the same standards for all Substations serving underground transit facilities.

Randolph, Taraval, Judah and West Portal Substations.

These are all new installations. The cost of the equipment depleted the budget. The additional funds required for this installation are $270,000 as follows: Randolph, $44,000; Taraval and Judah, $58,000 each; West Portal, $110,000. West Portal is a two-unit Substation, formerly called Junipero Substation. During the revisions to the conceptual design, it was decided to relocate the Junipero Substation to the West Portal of the Twin Peaks Tunnel and include the Substation in the structure of the West Portal Passenger Station to be built for Muni by BART.

Civic Center and Church Street Substations.

These are new installations. The additional funds required for this item are $128,000. Both stations are dual-unit installations and have above-average feeder installation costs. The structures are being constructed as part of the subway station work by BART for Muni; however, some additional finishing work is necessary in addition to the normal equipment installation.

Carl and San Jose Substations.

These are new installations. The cost of equipment depleted the budget. The additional funds required for the installation are $168,000 of which $98,000 is for Carl and $70,000 is for San Jose. Carl is a dual-unit installation and has above-average feeder installations. San Jose Substation is a single-unit station. The structure is being constructed as a part of the new Muni Metro Center.

Substations "E", "F", "J" and "N".

When the presently approved program is completed, the system will still include four Pacific Gas and Electric Company (PGandE) Substations which have a combination of obsolete and modern equipment. These PGandE Substations are essential for continuous service to the electric trolley coaches and LRVs of the Muni and should be balanced with the 14 Substations owned by the City. PGandE does not supply this type of service elsewhere and it is a specialized and small part of their overall function. They have requested that the City acquire the new equipment necessary to continue operation of these Substations. The City would then have complete responsibility for the transit power supply system.

The funds requested under the new line items for Substations "F" and "J" are $1,625,000 and for Substations "E" and "N" are $1,830,000. Of those amounts, $955,000 will be used to acquire from PGandE, at the net book value, the serviceable equipment existing in these Substations. The remaining $2,500,000 will be used to purchase and install the additional rectifiers and related switchgear necessary to replace the obsolete equipment. The installation costs include the rearrangement of other equipment in the Substations that is not

used for transit power so that the City equipment can be isolated and controlled only by City personnel. In two of the stations, partitions and separate access will be constructed and the City will lease the portion of the premises to be used. In the other two stations, the entire building will be acquired under other line items. The installation costs also include feeder circuit cable and conduit connections within the Substations and to the interfaces with the distribution system currently being improved under the Project. Any fully depreciated equipment currently being used for the transit power installation in these Substations and no longer required by the PGandE will be salvaged and funds will be credited to the Project.

Purchase and Install Gap Breakers at Four (4) Stations.

During the revisions to the conceptual design, with the relocation of Junipero Substation to West Portal, it became necessary to add a fourth gap breaker station to the three in the original budget. The additional station is to be located in the Twin Peaks Tunnel at the present Forest Hills Station and separates the circuits in the tunnel from the West Portal and Laguna Honda Stations. The cost of the equipment purchased has depleted the budget. The additional funds required for installation are $62,000 for the four locations which includes the construction of enclosures to house the equipment at Eureka and Forest Hills. Space has been provided for the equipment at the Van Ness and Powell BART-constructed stations.

Construct Buildings for Substations.

The original budget estimates, with the exception of Church and Civic Center Substations, were based on average building costs of $40/sq.ft. for a building

sized for equipment based on generally available catalog dimensions. Subsequent detailed engineering of each building, based on the requirements of the equipment now on order and the dictates of the individual sites, have produced more realistic costs. Items contributing to higher costs are those which are not normally included in the average building. Some of these are: increased mechanical ventilation for removing heat losses of electrical equipment, fire detection and alarm systems, noise suppression equipment, above-average electrical work, etc. Specific items are as follows:

Sutter Substation.

As previously stated, this building will be an underground structure to satisfy the requirements of the Redevelopment Agency for the site. Greater costs for excavation, shoring, underpinning of adjacent structures and structural aspects of the building have resulted from this requirement. The cost for this structure is estimated at $508,000, requiring additional funds of $276,000.

Bryant Substation.

This Substation will be either a new structure built on the existing property, adjacent to the present Substation building, or a major rebuilding of an unused area of the present building. Complete analysis of the alternates has not been completed at this time. Preliminary estimates indicate the same magnitude of cost for either plan. Estimated cost is $206,000 requiring additional funds of $111,000.

Laguna Honda Substation.

Estimated cost for this structure is $301,000 requiring additional funds of $192,000. The increase includes $70,000 to enlarge the building from the

original planned design in order to accommodate the second set of rectifier and switchgear equipment described hereinbefore.

Randolph, Taraval and Judah Substations.

The budget for this line item originally included a fourth Substation, Junipero, which is now deleted. Junipero was relocated and re-named West Portal. The Substation structure is being provided by BART as a replacement for the existing West Portal Substation which must be removed to enable construction of the new West Portal Passenger Station. The remaining Substation structures are estimated to cost as follows: Randolph, $144,000; Taraval, $202,000; Judah, $202,000. Additional funds of $251,000 are required for this line item.

Carl and San Jose Substations.

Carl Substation will be an underground structure located on Muni property above the West Portal of the Sunset Tunnel. The property is zoned as open space and the subsurface construction is required for conformity with the City Master Plan. Carl is a dual-unit Substation and like Sutter Substation has the same higher construction costs associated with an underground structure of this size. Restoration of the surface area to a plaza for public use in keeping with the nature of the open space in a residential neighborhood is included in the cost. This work is estimated at $532,000, which is slightly higher than Sutter Substation. Both values compare favorably with the cost of the Civic Center Substation, a similarly-sized underground structure now under construction for Muni by BART at a cost of $450,000. San Jose Substation structure is being included as part of the Muni Metro Center complex in order to fully utilize existing property. The Project share of the cost for the Substation

structure, including feeder and service conduit runs on the property, which are above-average, is estimated at $250,000. Additional funds required for the two structures in this line item are $656,000.

Real Estate Acquisition for Substations.

The budget line items for real estate acquisition for the new Substations have been revised to reflect the latest anticipated costs of the property acquisition as established by the completed independent appraisals made under contracts administered by the City Real Estate Department and approved by UMTA. Included also are the changes necessitated by the Substation relocations referred to previously. The total net change in costs for the several line items involved is $166,000, which also includes estimated relocation costs. Specific items are as follows:

Sutter Substation.

Costs reduced by $15,000.

Laguna Honda Substation.

This was not included in the original budget since it is located on existing City property. However, a transfer of funds is required between City departments from the Public Utilities Commission to the Public Health Department. Additional funds required amount to $25,000.

Randolph, Taraval and Judah Substations.

The original budget for this line item included a fourth site to be acquired for Junipero Substation. As previously noted, this Substation was relocated to West Portal and located on existing Muni property; hence,no funds are

needed. The additional funds required for the three remaining sites, including the relocation costs for the existing owners of the property required for the Judah Substation, are $19,000.

Carl Substation.

Costs reduced by $23,000.

Substations "F" and "N".

These new line items are for the acquisition of the land and buildings now owned by the PGandE and used exclusively for transit power Substations. As previously noted, the City will purchase and install new Substation equipment in these buildings. Additional funds required are $115,000 for Substation "F" and $45,000 for Substation "N".

Purchase and Install Subway Maintenance Telephone System.

Updated estimates require additional funds of $6,000 for this line item.

Purchase and Install Substation Supervisory Control System.

The several budget line items for this work have been revised as a result of the preliminary work which resulted in the completion of the professional services agreement, approved by UMTA, for the design of this system. The cost estimates thus reached, although still preliminary in nature, are felt to be more realistic of current costs. Allocations of the costs were shifted among line items to more properly reflect the distribution of costs. The net increase in funds required is $327,000 which increases the present budget from $853,000 to $1,180,000. The increase includes $200,000 to extend the system to the four new Substations.

Furnish and Install Feeders and Trolley Wire.

The several budget line items for furnishing and installing feeders and trolley wire have been revised. All show substantial increases over the original estimates. This is due to the unprecedented inflation in construction costs as affecting the construction of underground duct systems and even more drastically in the cost of copper and the resulting trolley wire and insulated power cable. For example, the price of copper in December of 1972 was $0.47/lb. and insulated power cable, 750 MCM, was quoted at $3.60/ft. In April of 1974, the price of copper was $1.52/lb. and is currently, January 1975, about $0.70/lb. Our best estimate for this size cable, when we will be purchasing it, averages $5.50/ft. Under the various line items, quantities have been verified and costs estimated for duct system construction and cable installation based on the latest experience with bids received on the contracts thus far completed or underway on the Project. Specific line items are as follows:

Feeders for Sutter Substation Area (Trolley Coaches).

Increase of $2,612,000 to revised amount of $5,751,000. This represents 338,000 ft. of cable, cable cost $4.93/ft. (average) or $1,667,000. Installation cost is $1,484,000 and duct system construction costs, 52,000 ft. including manholes, conduit risers, etc., are estimated at $2,600,000.

Feeders for Bryant and Downtown Substation Areas (Trolley Coaches).

Increase $2,190,000 to revised amount $5,294,000. 300,000 ft. of cable at $4.44/ft. (average) is $1,330,000; Installation cost, $1,304,000; Duct system cost, $2,660,000.

Feeders for Remainder of Area (Trolley Coaches).

Increase $2,183,000 to revised amount, $6,656,000. 435,000 ft. of cable at $5.00/ft. (average) is $2,175,000; Installation cost, $1,870,000; Duct system cost, $2,610,000.

Feeders for Surface Streetcar Lines.

Increase $1,945,000 to revised amount $6,358,000. 314,000 ft. of cable at $5.56/ft. (average) is $1,742,000; Installation cost, $1,391,000; Duct system cost, $3,225,000.

Market Street Subway Feeders and Trolley Wire.

This item was not included in the original budget since it was believed that BART would provide the electrification system for the subway. BART has installed most of the conduit system in the subway. However, because streetcar design criteria were not known sufficiently to provide an acceptable feeder and catenary overhead system, it was decided that the work should be undertaken by the PIP. Our design consultant, under an UMTA-approved contract, has completed detailed preliminary cost estimates for the subway. The feeder cable system, including connections to the overhead, some conduit and duct system installations where not provided by BART, and cable installation in the subway and back to the Substations, is estimated to cost $2,803,000. This includes cable cost at $5.56/ft. (average) of $1,120,000. The overhead catenary system, including supports, copper messenger cable, trolley contact wire and all specialized hardware items, is estimated to cost $1,230,000 installed. Funds are required in the amount of $4,033,000 for this new line item.

Twin Peaks Tunnel Feeders and Trolley Wire.

The budget line item for Twin Peaks Tunnel feeders, $1,236,000 does not need revision. Our consultant has estimated the cost for the feeder cable system, including conduit where required and connections to the overhead and to the Substations, as being within the budgeted funds. Although the same increased cost factors applied to this line item, no change was necessary since a reduction in the amount of feeder cable required was effected by the revision to the conceptual design and the relocation of Junipero Substation to West Portal.

The budget line item for furnishing and installing the trolley wire, however, is grossly inadequate. The original budget estimate of $125,000 contemplated very little work since the existing overhead system in the tunnel is a catenary. The budgeted amount would have provided for some wire replacement only. The existing messenger wire is inadequate from a current-voltage standpoint and must be replaced. Further examination has revealed that the trolley contact wire is badly worn and requires complete replacement. The installation in the tunnel, unlike that in the subway, must be suitable for continued operation by existing PCC streetcars with trolley poles as well as the new LRVs with pantographs during the transition period. Our consultant has recommended the installation of a complete new catenary system for the pantograph operation, paralleling the existing system which would be retained for use by the PCC cars until no longer required. This dual system results in overall greater economies in installation costs, and no significant increase in material costs since the existing system needs complete replacement. The consultant's estimate of cost for this line item, including supports, copper messenger cable, trolley

contact wire and all specialized hardware items, is $1,190,000 which requires additional funds in the amount of $1,065,000. The cost is also higher for this item partly due to the need for constructing the new system in the tunnel without being able to completely shut down streetcar operation. This limits working hours to late night periods when the tunnel is normally out of service and premium overtime labor rates for construction forces will apply.

Sunset Tunnel Feeders and Trolley Wire.

The original budget did not include funds for this item. While the feeder cable requirements may have been included with the feeders for the surface streetcar lines, it is believed that a separate line item will better reflect the distribution of costs. The existing overhead system is a catenary, but requires rebuilding, including replacement of hardware. Our consultant's estimate for this work is $191,000 for the feeder cable system, including a cable cost of $86,000, and $216,000 for the overhead catenary system (trolley wire). As was the case in the Twin Peaks Tunnel installation, the higher costs here are partly attributable to premium time work in an operating facility. Funds are required in the amount of $407,000 for this new line item.

Relocate and Reconstruct Trolley Coach Overhead Wiring - "Transit First" Program.

The City and County of San Francisco has enacted legislation giving priority to transit vehicles on selected streets. In implementing this "transit first" program, the Department of Public Works, with the concurrence of the Municipal Railway, has prepared plans for exclusive Muni trolley coach lanes on Mission and Fourth Streets. The plans call for the construction of passenger loading platforms and traffic controlling islands, diverters and striping to reserve

the center lanes on these streets for the exclusive use of trolley coaches. It is necessary to relocate and reconstruct approximately 13,000 feet of overhead paired trolley coach wire, including special overhead work involving crossings and turnouts, supporting spans and trolley poles at about 20 locations. This new line item will provide for the reconstruction work. Additional funds required are $215,000.

Engineering and Design. (Refer to Cost Allocation Plan.)
The cost allocation plan submitted to UMTA July 17, 1974, gives a complete breakdown of engineering and design costs for the Project. It was stated at that time that all costs were based on current salaries and prices and did not include escalation. The amended cost allocation plan submitted with this amended budget updates the costs as follows:

PIP Control Group Payroll Costs have been increased by 15% for escalation based on average wage increases of 6% a year for the four years ($192,000) and by $309,000 for additional engineering and design on the new items in the amendment.

Vehicle and Equipment Costs to Support Control Group have been increased by 15% for inflation ($3,000).

Engineering and Design (Consultants) costs have been revised as shown on Attachment "A" to the Cost Allocation Plan ($595,000).

Additional funds of $1,099,000 for this line item are required. The increase is due to escalation as stated above and the addition of engineering and certain professional services that were not previously included. Contingencies have also been included.

Construction Management and Inspection. (Refer to Cost Allocation Plan.) PIP Control Group Payroll Costs have been increased by 15% for escalation as above ($223,000) and by $249,000 for additional construction management and inspection on the new items in the amendment.

Vehicle and Equipment Costs to Support Control Group have been increased 15% for inflation as above ($5,000).

Construction Inspection Services (Consultants) costs have been revised as shown on Attachment "A" ($30,000).

Additional funds of $507,000 for this line item are required. The increase is due to escalation, additional services required, and contingencies.

Grantee's Staff and Force Account Work and Material:

Supporting Services, Project Administration, Etc.

This budget line item was established with the Cost Allocation Plan submitted to UMTA July 17, 1974. No escalation was included in the original item. An increase of 15% for escalation is included in the amendment. Additional funds of $120,000 are required for this line item.

Removal of Existing Overhead Feeder Cable.

The use of grantee's staff personnel to remove and salvage existing overhead feeder cable was requested and approved by UMTA. The cost of this work will be more than offset by the sale of the copper. Funds amounting to $225,000 are required for this line item.

Sale of Copper and Obsolete Equipment.

The deduction to the Project budget was increased due to the higher salvage value of the copper cable. The anticipated gain was increased by 50% ($175,000) to a new total of $525,000.

Contingencies.

The estimated costs of construction and construction-related line items have been increased $21,926,000 by this amendment to a new total of $47,077,000. The original budget contingencies funds were used for prior budget amendments to cover higher than expected costs for the purchase of the Substation equipment and to establish funds for supporting services and project administration. The remaining contingencies funds are $330,000. It is requested by this amendment that the contingencies funds be re-established at a suitable value. It is considered that a 10% safety factor on all construction and related items currently approved, as well as the items in this amendment, will provide the necessary funds for budget modifications that almost certainly will be required over the extended period of years that the work is to be performed. The additional funds required for this line item are $4,379,000.

Rev. 1/2/75

AMENDED

COST ALLOCATION PLAN

1.	Construction Costs	$45,565,000	
	Costs Related to Construction	1,287,000	
	Force Account Construction	225,000	
			$47,077,000
2.	Engineering and Design		
	a. PIP Control Group Payroll Costs	$ 1,782,000	
	b. Vehicle & Equipment to Support Control Group	22,000	
	c. Engineering & Design (Consultants) (See Attachment "A")	1,415,000	
			$ 3,219,000
3.	Construction Management and Inspection		
	a. PIP Control Group Payroll Costs	$ 1,961,000	
	b. Vehicles & Equipment to Support Control Group	39,000	
	c. Construction Inspection Services (Consultants) (See Attachment "A")	105,000	
			$ 2,105,000
4.	Supporting Services, Project Administration, etc.		921,000
5.	Contingencies		4,709,000
		Gross Project Cost	$58,031,000
		Less: Salvage of Material	525,000
		Net Project Cost	$57,506,000

Rev. 1/2/75

ATTACHMENT "A"

Estimated Architectural and Engineering Services
(Outside Consultants)

Required to Supplement PIP Control Group

	Services	Cost
1.	Professional Services for Design of Electrification of Market Street Subway, Modification of Existing Rail Vehicle Trolley System and Tunnel Feeders and Related Work, (PBQ&D, Inc. and Gibbs & Hill, Inc. - PBGH) Power Improvement Program Portion	$ 230,000 *
2.	Professional Services for Design of Substation Buildings and Installation of Rectifier Equipment. (Bechtel Inc.)	501,300 *
3.	Professional Services for Design of Control and Communications System	85,895 *
4.	Professional Services for Conceptual Design of D.C. Power Supply System, Phases I, II and III	327,500 **
5.	Professional Services for Design of Substation Building as a part of Muni Metro Center	20,000
6.	Professional Services for Substations Relay Coordination of Power System	30,000
7.	Professional Services for Verifying Use of Existing Duct Systems, etc.	100,000
8.	Other Professional Services and Contingencies	120,305
		$1,415,000

Estimated Construction Inspection Services
(Outside Consultants)

Required to Supplement PIP Control Group

	Services	Cost
1.	Material Testing	$ 20,000
2.	Surveying	10,000
3.	Specialty Inspection of Switchgear	30,000
4.	Other Specialty Inspection Services and Contingencies	45,000
		$ 105,000

* Approved per UMTA letters dated November 9, 1973, December 12, 1973 and September 6, 1974.

** Approved per UMTA letters dated June 27, 1972 and September 13, 1972.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

January 2, 197

CAPITAL GRANT PROJECT
CA-03-0056

TRANSIT POWER IMPROVEMENT PROGRAM
SUPPLEMENTARY AMENDMENT

Project Line Item		Approved Amount	Additional Required	Revised Amount
10.02.00	PURCHASE AND INSTALL RECTIFIERS AND RELATED SWITCHGEAR FOR:			
	SUTTER SUBSTATION	$ 646,000.00	$ 113,000.00	$ 759,000.
	BRYANT AND DOWNTOWN SUBSTATIONS	628,000.00	309,000.00	937,000.
	OUTER MISSION SUBSTATION	30,000.00	19,000.00	49,000.
	SUBSTATIONS "F" AND "J"	-0-	1,625,000.00	1,625,000.
10.04.00	INSTALL RECTIFIERS AND RELATED SWITCHGEAR FROM WEST PORTAL SUBSTATION AT RICHMOND SUBSTATION	41,000.00	132,000.00	173,000.
10.06.00	REAL ESTATE ACQUISITION FOR:			
	SUTTER SUBSTATION	24,000.00	(15,000.00)	9,000.
	SUBSTATION "F"	-0-	115,000.00	115,000.
10.10.00	DEMOLISH EXISTING BUILDINGS FOR BRYANT SUBSTATION	6,000.00	-0-	6,000.
10.11.00	CONSTRUCT BUILDINGS FOR:			
	SUTTER SUBSTATION	232,000.00	276,000.00	508,000.
	BRYANT SUBSTATION	95,000.00	111,000.00	206,000.
10.12.00	FURNISH AND INSTALL FEEDERS FOR:			
	SUTTER SUBSTATION AREA	3,139,000.00	2,612,000.00	5,751,000.
	BRYANT AND DOWNTOWN SUBSTATION AREAS	3,104,000.00	2,190,000.00	5,294,000.
	REMAINDER OF AREA	4,473,000.00	2,183,000.00	6,656,000.
	RELOCATE AND RECONSTRUCT TROLLEY COACH OVERHEAD WIRING - "TRANSIT FIRST" PROGRAM	-0-	215,000.00	215,000.
15.02.07	PURCHASE AND INSTALL SUBWAY MAINTENANCE TELEPHONE SYSTEM	24,000.00	6,000.00	30,000.
15.02.08	PURCHASE AND INSTALL RECTIFIERS AND RELATED SWITCHGEAR FOR:			
	DOWNTOWN AND LAGUNA HONDA SUBSTATIONS	872,000.00	410,000.00	1,282,000.
	RANDOLPH, TARAVAL, JUDAH AND WEST PORTAL SUBSTATIONS	1,413,000.00	270,000.00	1,683,000.
	PURCHASE AND INSTALL GAP BREAKERS AT FOUR (4) STATIONS	176,000.00	62,000.00	238,000.

Project Line Item		Approved Amount	Additional Required	Revised Amount
15.06.00	REAL ESTATE ACQUISITION FOR:			
	LAGUNA HONDA SUBSTATION	$ -0-	$ 25,000.00	$ 25,000.
	RANDOLPH, TARAVAL AND JUDAH SUBSTATIONS	104,000.00	19,000.00	123,000.
15.11.00	CONSTRUCT BUILDINGS FOR:			
	LAGUNA HONDA SUBSTATION	109,000.00	192,000.00	301,000.
	RANDOLPH, TARAVAL AND JUDAH SUBSTATIONS	297,000.00	251,000.00	548,000.
15.12.00	FURNISH AND INSTALL:			
	MARKET STREET SUBWAY FEEDERS AND TROLLEY WIRE	-0-	4,033,000.00	4,033,000.
	TWIN PEAKS TUNNEL FEEDERS	1,236,000.00	-0-	1,236,000.
	TROLLEY WIRE IN TWIN PEAKS TUNNEL	125,000.00	1,065,000.00	1,190,000.
	FEEDERS FOR SURFACE STREETCAR LINES	4,413,000.00	1,945,000.00	6,358,000.
	SUNSET TUNNEL FEEDERS AND TROLLEY WIRE	-0-	407,000.00	407,000.
30.02.00	PURCHASE AND INSTALL RECTIFIERS AND RELATED SWITCHGEAR FOR:			
	CIVIC CENTER AND CHURCH STREET SUBSTATIONS	1,502,000.00	128,000.00	1,630,000.
	CARL AND SAN JOSE SUBSTATIONS	849,000.00	168,000.00	1,017,000.
	SUBSTATIONS "E" AND "N"	-0-	1,830,000.00	1,830,000.
	PURCHASE AND INSTALL SUBSTATION SUPERVISORY CONTROL SYSTEM FOR:			
	MARKET STREET SUBWAY AND TWIN PEAKS TUNNEL	361,000.00	(176,000.00)	185,000.
	SURFACE STREETCAR LINE	267,000.00	370,000.00	637,000.
	SUTTER SUBSTATION AREA	42,000.00	6,000.00	48,000.
	BRYANT AND DOWNTOWN SUBSTATION AREAS	89,000.00	13,000.00	102,000.
	REMAINDER OF AREA	94,000.00	114,000.00	208,000.
30.06.00	REAL ESTATE ACQUISITION FOR:			
	CARL SUBSTATION	26,000.00	(23,000.00)	3,000.
	SUBSTATION "N"	-0-	45,000.00	45,000.
30.08.01	ENGINEERING AND DESIGN FOR:			
	MARKET STREET SUBWAY AND TWIN PEAKS TUNNEL	378,800.00)		
	SURFACE STREETCAR LINES	596,800.00)		
	SUTTER SUBSTATION AREA	357,800.00)	1,099,000.00	3,219,000.
	BRYANT AND DOWNTOWN SUBSTATION AREAS	345,800.00)		
	REMAINDER OF AREA	440,800.00)		

Project Line Item		Approved Amount	Additional Required	Revised Amount
30.08.02	CONSTRUCTION MANAGEMENT AND INSPECTION FOR:			
	MARKET STREET SUBWAY AND TWIN PEAKS TUNNEL	$ 286,600.00)		
	SURFACE STREETCAR LINES	448,600.00)		
	SUTTER SUBSTATION AREA	269,600.00)	$ 507,000.00	$ 2,105,000.0
	BRYANT AND DOWNTOWN SUBSTATION AREAS	261,600.00)		
	REMAINDER OF AREA	331,600.00)		
30.10.00	DEMOLISH EXISTING BUILDING FOR SAN JOSE SUBSTATION	6,000.00	-0-	6,000.0
30.11.00	CONSTRUCT SUBSTATION VAULTS FOR CIVIC CENTER AND CHURCH STREET SUBSTATIONS	602,000.00	-0-	602,000.0
	CONSTRUCT BUILDINGS FOR CARL AND SAN JOSE SUBSTATIONS	126,000.00	656,000.00	782,000.0
30.15.00	GRANTEE'S STAFF AND FORCE ACCOUNT WORK AND MATERIALS:			
	SUPPORTING SERVICES, PROJECT ADMINISTRATION, ETC.	801,000.00	120,000.00	921,000.0
	REMOVAL OF EXISTING OVERHEAD FEEDER CABLE	-0-	225,000.00	225,000.0
32.00.00	CONTINGENCIES FOR:			
	MARKET STREET SUBWAY AND TWIN PEAKS TUNNEL	50,400.00)		
	SURFACE STREETCAR LINES	127,400.00)		
	SUTTER SUBSTATION AREA	42,400.00)	4,379,000.00	4,709,000.0
	BRYANT AND DOWNTOWN SUBSTATION AREAS	38,400.00)		
	REMAINDER OF AREA	71,400.00)		
	TOTAL ESTIMATED GROSS PROJECT COST	$ 30,000,000.00	$ 28,031,000.00	$ 58,031,000.0
40.01.00	LESS SALE OF COPPER AND OBSOLETE EQUIPMENT	350,000.00	175,000.00	525,000.0
	ESTIMATED NET PROJECT COST	$ 29,650,000.00	$ 27,856,000.00	$ 57,506,000.0

SAN FRANCISCO MUNICIPAL RAILWAY

SYSTEM IMPROVEMENT PROGRAM

UMTA PROJECT No. CA-03-0078

SUPPLEMENTARY AMENDMENT DETAIL

PROJECT DESCRIPTION

General. The System Improvement Program (SIP) of the San Francisco Municipal Railway (Muni) was submitted to the Urban Mass Transportation Administration (UMTA) in February, 1974. It represents the fourth step in the modernization program of the Muni.

Since submitted to UMTA, further detailed studies of Muni's ultimate requirements have established the need for the inclusion of several new projects into this program and an increase in funding for previously approved projects due to the ever-increasing spiral in construction costs.

Small Transit Buses. Under this program, 5 small transit buses are to be acquired. These are in addition to the 20 to be acquired under the Transit Equipment Program (UMTA Project No. CA-03-0022), making a total of 25 small buses to be added to the Muni fleet. Recent bids received have indicated that the cost of each bus will be approximately $40,000. The amount of $175,000 has been approved for this acquisition. It will be necessary that an additional $25,000 be added to this line item, making the total $200,000.

Radios for Trolley Coaches, Buses, and Small Buses. Under this program 135 trolley coaches, 100 buses and the 5 small transit buses are to be purchased. At UMTA's request, the radios are now being listed separately.

This results in a new line item for this purpose in the amount of $825,087, which sum is required to procure 252 radios (for 240 vehicles plus 12 spare radios) and the associated base stations installation.

Driver Training Simulator. When the original application was submitted, it was Muni's estimate, based on preliminary discussion with potential suppliers, that this most effective training aid could be obtained for $125,000. Detail plans and specifications have been completed and the potential suppliers indicate that the cost of this equipment will be approximately $250,000. This training tool is most urgently needed. It is anticipated that it will be invaluable in improving driving skills of operators, resulting in a potential reduction in liability and damage claims. The Muni will be operating 845 off-track vehicles. It is requested that this line item be increased by $125,000 to a total of $250,000. This item could become a transit industry standard, with other transit agencies benefitting from its development.

Computerized Operations and Maintenance Programs. The Muni, under the various improvement programs, is engaged in a major effort to improve the City's transportation system. While the numerous projects will provide San Francisco with advanced physical facilities for transportation, a very definite need exists for an advanced informational capability to ensure that all resources are allocated and utilized in the most efficient manner.

Following an investigation of information flow, approximately 16 months have been spent in preliminary design of an integrated information

system known as Transit Information Management Services (TIMS). The program consists of maintenance, inventory, personnel and payroll systems with an accounting system which will summarize financial information from the foregoing four systems. This system will provide a management reporting system to control and utilize the Muni resources. It will produce both internal management responsibility reports and Financial Accounting and Reporting Elements (FARE) reports, developed by UMTA. Modern information technology has been applied to ensure single source data entry and distribution of information to all areas requiring that data for internal control.

Currently, the Public Utilities Computer Center is servicing the Muni and five other City departments. Although current processing capacity is sufficient to meet operating requirements, the ongoing TIMS development requires increased machine capability, particularly in the area of telecommunications. The required hardware and associated software are estimated to cost approximately $2,000,000 and are requested as a new line item.

Office Equipment and Non-Revenue Vehicles. Most office equipment and service vehicles and trucks of the Muni are in poor condition. Much of this equipment is of ancient vintage, has long outlived its useful life and is in need of constant maintenance. This situation has evolved because of the inadequate funding provided the Muni for many years due to a combination of factors. The deficit in transit revenues over expenditures has required considerable subsidy from the local tax base. Public indifference to the needs of local transportation has worsened conditions. Utilization of other modes of transportation

had reduced patronage. The new awareness of public transportation's role in the energy-short urban environment has resulted in increased patronage and a clamor for better service.

A number of new facilities are being constructed under the various Muni improvement programs. In order to promote efficiency and production it is necessary to equip these facilities with new office equipment and acquire replacement service vehicles and trucks. It is requested that a new line item in the estimated amount of $2,000,000 be established for this purpose.

Municipal Railway Facilities Repair and Rehabilitation Project. The Muni has numerous installations throughout the City of San Francisco. Several new major facilities are being constructed under the various improvement programs. The remaining buildings and structures are in urgent need of reconstruction and replacement work. Their present condition has resulted from previous inadequate City resources to meet these needs.

There are a substantial number of minor improvement projects that must be undertaken to provide a safe, efficient and adequate working environment for the Muni personnel and, where applicable, the public which it serves.

It is proposed to establish a new line item for this all-inclusive project and the amount required is estimated as $2,000,000.

Rerail M Line. This line item includes the rerailing of the M Line on West Portal Avenue from Ulloa Street to St. Francis Circle and in the private right-of-way from St. Francis Circle to Junipero Serra Boulevard and 19th Avenue. Based on bid prices received on other

rerailing projects, it is evident that the amount for this project must be increased. It is requested that the amount currently awaiting approval of $1,996,000 be increased by $200,000, thus increasing this line item to $2,196,000.

Connect M Line to BART Balboa Park Station. This project would connect the M Line from its present terminal at Plymouth and Broad Streets to the revenue loop track at the new Muni Metro Center to provide a direct transfer to the BART Balboa Park Station. Tracks will be installed along San Jose Avenue for the connection. The project received a "Negative Impact Declaration" from the City Planning Commission (CPC) when the project was submitted for environmental evaluation. This finding by the CPC establishes that the project will have little or no effect on the environment. Because of escalated construction costs, it will be necessary to add $146,000 to the amount of $1,390,000 previously submitted for approval, thereby increasing this line item to $1,536,000.

Embarcadero Station Track Extension. The Market Street Muni subway is designed to have its terminal at the Muni level of the Embarcadero Station. When preliminary designs of this station were being considered, BART insisted that a crossover track stub terminal be utilized by Muni and that no storage tracks beyond the station be constructed.

Scheduling and operations studies now indicate that it will be extremely difficult, if not impossible, to maintain the required headways for Muni cars and trains in the subway using the crossover

track. BART is able to use this type of terminal for its operations since they do not have headway requirements such as the short ones that Muni has to have for its operations. An additional consideration is that under the present arrangement it is not possible to remove a disabled car or train from service into a spur track until it can be removed.

An engineering study has been completed to consider possible alternatives to resolve this problem. All feasible solutions involve extending the Muni tracks beyond the easterly end of the Embarcadero Station. Loop tracks were considered but the extremely tight radius required to remain within the Market Street area made these alternatives less attractive. Building foundations of the adjoining properties restricted any solution to the street area.

The recommended solution is to extend the tracks easterly under Market Street to provide a wye terminal track thereby obviating the need of using the crossover tracks, except as a standby facility for emergency use. Use of the wye would have the added advantage of permitting passengers to unload on the inbound side of the center platform and to board on the outbound side. This would eliminate intersecting flows of passengers.

Also included in this proposal is construction of two storage tracks, one on each side of the wye. Each track would have the capacity to store a four-car train. This would permit the storage of trains to meet peak hour demand and remove disabled vehicles.

The construction would involve extending the tracks through the

BART vent shafts, then for a short distance bored tunnels on a rising grade would be used and,finally,a box section for the wye terminal and storage tracks. All construction would be within the Market Street area. BART management has expressed no objection to this proposal with the understanding that construction of the facility will not interfere with BART operations nor affect any of the BART structures.

Electrification of the extension will be required in the form of feeder cables and trolley wire.

When the the original application was submitted, included therein was an item identified as Embarcadero Spur, with an estimated cost of $2,000,000. It is now proposed that the foregoing project be substituted and that this line item be increased $8,000,000 to a total of $10,000,000.

Municipal Railway Headquarters Office Building. The new office building for the Muni headquarters would be located within the Muni Metro Center site. The architect for the Center reserved space for the building in his design for the site. The other City departments under the Public Utilities Commission and the PUC general office would also be located in the building. Only those costs which are allocated to transit operations are included in this request. All other costs will be covered by the other departments entirely from City funds.

The original application requested $6,000,000 for the cost of the building and its furnishings properly allocable to the transit function. Further evaluation of needs and construction cost trends indicate

that an additional amount of $960,000 must be added to the original amount requested, making the amount for this purpose $6,960,000.

Surface Track Connection for J and N Lines. When the original Transit Improvement Program (UMTA Project No. CA-03-0043) was submitted for approval it included therein a cross-Sunset District connection between the L and N Lines. The purpose of this connection was to permit N cars entering revenue service to reach the outer terminal without having to be routed downtown through the Twin Peaks Tunnel and the subway, a 59-minute trip. Two possible routes were considered but substantial neighborhood opposition ensued so an attempt has been made to find a viable alternate. The best approach is a rail connection between the new Muni Metro Center to the J Line terminal at 30th and Church Streets. The route would be along San Jose Avenue, Bernal Cut and Dolores Street to the terminal. This would reduce considerably the deadhead time for the J cars. The N cars would benefit in time elapsed by using the J Line tracks on Church Street to reach the N Line tracks on Duboce Avenue. From that point the N cars could then proceed to the outer terminal. The time required for the N cars to complete this trip is estimated to be 34 minutes versus 29 minutes over the originally proposed cross-Sunset connection.

At a later time, when service requirements dictated, the J Line might be extended to the vicinity of the Muni Metro Center. A large patronage source for this service is the students at City College of San Francisco, (approximately 10,000 students).

One key factor justifying this project is that if a catastrophe

occurred in the old Twin Peaks Tunnel, this connector would provide an alternate route for all rail lines using the Market Street subway. It would provide the complete system flexibility that the new Muni Metro system should have.

The estimated cost of this project is $4,500,000, including electrification. A new line item in this amount should be established.

Engineering and Inspection. With the increase in the number of projects and their magnitude it will be necessary that this line item be correspondingly increased by the amount of $2,158,290. This will provide the additional amount that will be required and the new amount for this purpose is $2,520,000.

Contingencies. In order to provide for engineering changes, price escalation and unforeseen modifications, it is being requested that the contingencies line item be increased. A contingencies fund amounting to 10% of the projects in this program would amount to $5,907,500, requiring an increase of $4,632,999.

UMTA PROJECT NO. CA-03-0078
SUPPLEMENTARY AMENDMENT - SAN FRANCISCO MUNICIPAL RAILWAY
SYSTEM IMPROVEMENT PROGRAM

	Project Line Item	Amount Previously Approved	Amount Approval Pending	Additional Amount Requested	Revised Amount
15.01.04	Purchase of 20 additional subway-surface transit cars	$ 6,748,000	None	None	$ 6,748,000
10.01.06	Purchase of 100 additional diesel transit buses	5,100,000	None	None	5,100,000
10.01.04	Purchase of 5 additional small transit buses	175,000	None	$ 25,000	200,000
10.01.09	Purchase of 135 additional electric trolley coaches	11,337,509	None	None	11,337,509
	Purchase of 252 radios for buses, trolley coaches and small buses and installation of base stations	None	None	825,087	825,087
	Service vehicles for subway operation	None	$480,000	None	480,000
	Driver Training simulator	None	125,000	125,000	250,000
10.04.01	Motor coach noise suppressors	200,000	None	None	200,000
10.02.07	Computerized scheduling program (RUCUS)	500,000	None	None	500,000
	Computerized operations and maintenance program (TIMS)	None	None	2,000,000	2,000,000
	Office equipment and non-revenue vehicles	None	None	2,000,000	2,000,000
	Municipal Railway facilities repair and rehabilitation project	None	None	2,000,000	2,000,000

UMTA PROJECT NO. CA-03-0078

SUPPLEMENTARY AMENDMENT - SAN FRANCISCO MUNICIPAL RAILWAY

SYSTEM IMPROVEMENT PROGRAM

	Project Line Item	Amount Previously Approved	Amount Approval Pending	Additional Amount Requested	Revised Amount
	Rerail M Line	None	$1,996,000	$ 200,000	$2,196,000
	Connect M Line to BARTD Balboa Park Station	None	1,390,000	146,000	1,536,000
	Embarcadero Station Track Extension	None	None	10,000,000	10,000,000
	Municipal Railway Headquarters Office Building	None	6,000,000	960,000	6,960,000
	Surface Track Connection for J and N LInes	None	None	4,500,000	4,500,000
10.08.02	Engineering and Inspection	$ 361,710	None	2,158,290	2,520,000
32	Contingencies	1,274,501	None	4,632,999	5,907,500
	ESTIMATE NET PROJECT COST	$25,696,720	$9,991,000	$29,572,376	$65,260,096

Exhibit B

PROJECT DESCRIPTION

TRANSPORTATION INFORMATION MANAGEMENT SYSTEM

Prepared By
Public Utilities
Computer Center
1/17/75

TIMS OVERVIEW

TIMS represents an integrated approach to providing an information system which encompasses the entire Municipal Railway. This information system is directed to the managers responsible for the decisions affecting operations in their respective areas. The system is designed as a dynamic tool capable of meeting altered requirements in the future.

The integrated approach used in the TIMS design ensures that data is entered into the system from a single source and distributed to the areas where it is needed. Duplication of effort is avoided and the reliability of decision criteria is assured. Data is gathered at the lowest possible organizational level, accumulated, summarized, and distributed to the management personnel whose decisions require that information. This distribution technique utilizes input document codes and programmed routing to ensure the availability of relevant information at all managerial levels.

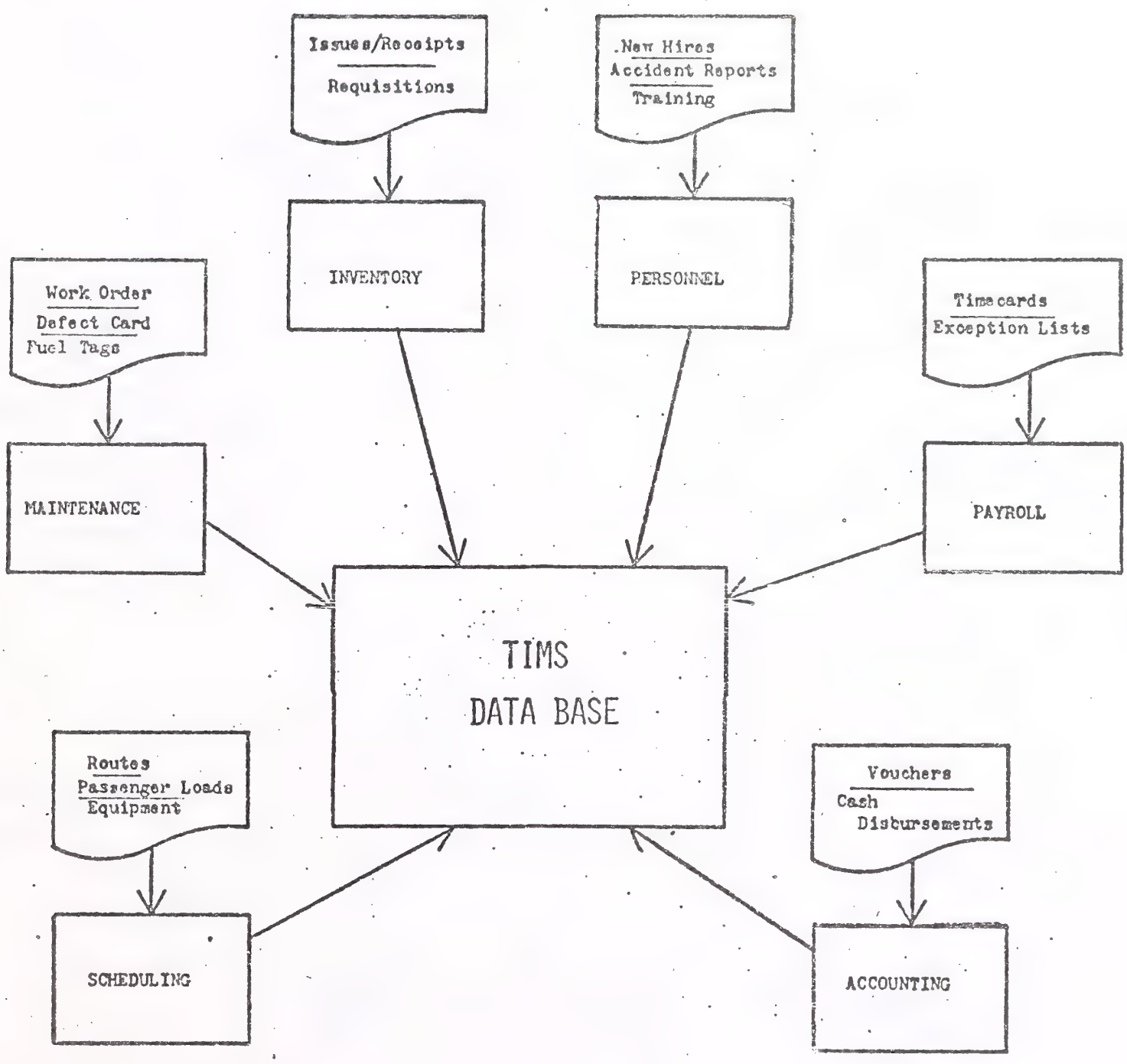
TIMS is understood best by visualizing its component subsystems, their functions and interrelationships. The primary subsystems are:

1. Personnel
   A. Claims/Accidents
2. Maintenance
3. Inventory Control
4. Accounting
5. Payroll
6. Vehicle Scheduling

Five of the six subsystems capture source data, both financial and non-financial, and produce reports which pertain specifically to that subsystem. In addition, the financial data is passed on to the Accounting subsystem which assembles and consolidates it to produce a unified set of reports for management review and external reporting. The Accounting subsystem may be viewed as the key factor in providing a totally integrated information system.

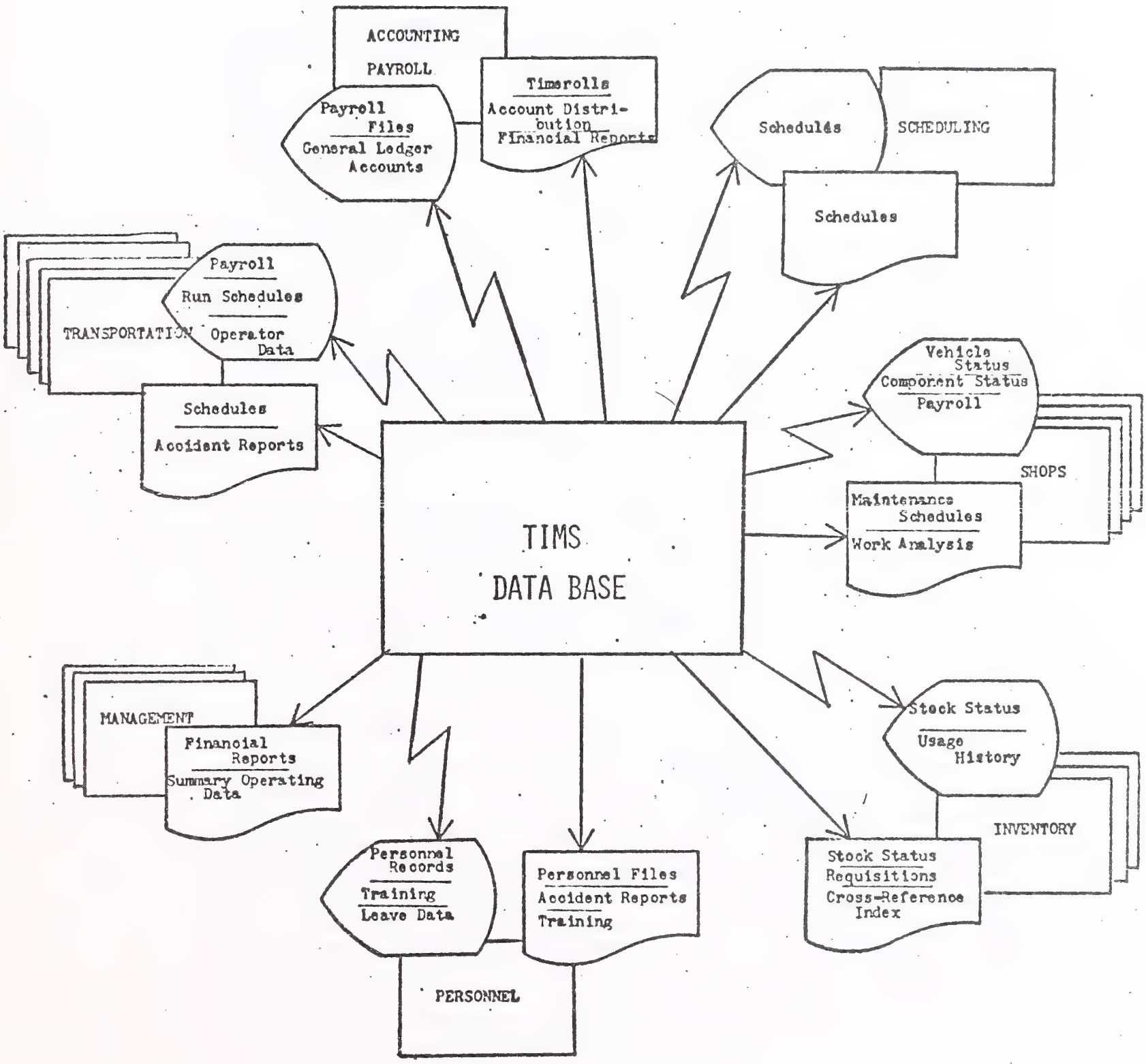
The sixth system, Vehicle Scheduling (RUCUS), will not be addressed in this document as it is presently being developed under an UMTA grant. This system will provide advanced scheduling technology for the Municipal Railway. Ultimately it will also provide payroll information to the platform payroll system.

CHART 1



System Input Flow Through Subsystems To Central Data Base.

CHART 2



System Output From Central Facility To Operating Departments.

SYSTEM DESCRIPTION - SUBSYSTEMS

TIMS PERSONNEL SUBSYSTEM

The Personnel subsystem maintains general, indicative data about all employees of the Municipal Railway. The subsystem will cover general personnel records, training records, vacation and sick leave records, miscellaneous performance such as violations, commendations, industrial accidents, vehicle/passenger/pedestrian accident records, and position control for permanent and temporary employees. Currently, the same type of general personnel records are being maintained by the six divisions, the Superintendent of Equipment, the Assistant Superintendents of Equipment, as well as Personnel.

TIMS would provide a single personnel record file accessed by terminals. Initially, these centralized personnel records would be available only for the Muni Railway. However, the Bureau of Personnel and Safety is responsible for the whole P.U.C. and duplicate records are kept in the Water Department and Hetch Hetchy. TIMS eventually would provide centralized personnel records for these functions. This approach will eliminate the need for keeping and updating the same records in many places with its attendant redundant clerical activity.

The Claims section of this subsystem will have access to the accident and personnel records. It will continue the present batch activity which produces output on current claim status, summaries of expenditures, analysis of accident by type, location, and vehicle type. Eventually, a claimant record will be a record of all persons who have ever had claims against the Muni and will be used primarily by the Claims Department to ascertain claim integrity.

TIMS MAINTENANCE SUBSYSTEM

The Maintenance system is an information gathering and reporting system which provides information to Ways and Structures and Equipment personnel. The Maintenance system is comprised of two subsystems, the Work Order Entry System and the Vehicle Maintenance System. The Work Order Entry System uses information entered on the time card, the work order, and the materials issue tag to create a file containing all work in progress. This file provides information to the Accounting, Payroll, Inventory, and Vehicle Maintenance Systems. It also provides job status reporting to the foremen to aid in work scheduling, analysis, and control.

TIMS MAINTENANCE SUBSYSTEM - CONT'D

The Vehicle Maintenance System receives information from the Work Order System and the Inventory System to build vehicle information files. The system then generates both scheduled maintenance work orders and analytical reports used to indicate vehicles developing maintenance problems. These reports include analysis of defects, parts, maintenance activity, commodity usage, and historical information. These reports will provide foremen, servicemen, and mechanics with timely, accurate information to aid in maintenance activities and reduce the number of out-of-service vehicles.

The Vehicle Maintenance System may be easily adapted to future requirements, including development of time standards for work performed, analysis of individual activity, expanded vehicle history, and analysis of repair costs for purchase/rebuild decisions. Summary financial information will be provided via the responsibility reporting function of the Accounting System.

TIMS INVENTORY SUBSYSTEM

Inventory Control will manage the inventory of repair parts. Primary emphasis will be on those categories of parts which are essential for insuring vehicle availability and which require the greatest investment. Stock levels and reorder points will be generated to maintain optimum inventory levels for support of maintenance operations. Notices to reorder parts will be produced automatically for review and action by stores personnel. Inventory expenses will be passed to the accounting system for distribution.

Specifically, the TIMS Inventory System will provide:

1. A weekly stock status report reflecting the status in each store as of the end of the week.

2. A monthly stores catalog showing the part description and bin location in each storeroom. This will be in three sequences: (1) by Muni part number, (2) by vendor, and (3) by descriptive noun.

3. Purchase order/requisition status reports.

4. Action notices for those parts which have reached minimum level. The actual requisition will be left to the storekeeper.

The TIMS approach will streamline the present procedures by eliminating the manual posting of demand history, bin

TIMS INVENTORY SUBSYSTEM - CONT'D

location, and issue cards. It will interface to the Equipment subsystem and the Accounting subsystem.

TIMS PAYROLL SUBSYSTEM

The Payroll Subsystem results from the need for increased accounting information, and the information interchange potential of the TIMS system. The current Miscellaneous timeroll system will undergo minor modification to allow more accurate cost distribution.

The Per Diem or Shop timeroll system will undergo a major revision to reflect the introduction of new maintenance planning procedures and job costing practices.

The present Platform payroll system will be replaced by an exception system such as the Surface Operators Compensation System which is currently being implemented by the Metropolitan Atlanta Rapid Transit Association under a federally funded program. Ultimately the exception payroll system will utilize the RUCUS data base as the source of scheduled runs for Payroll data.

The Payroll System will interface with Maintenance, Vehicle Scheduling, Accounting, and Personnel to facilitate single source data entry. The system will allow increased verification of payroll data, faster turnaround of payroll reports, and an on-line editing capability for the payroll department.

TIMS ACCOUNTING SUBSYSTEM

The Accounting System is the major factor in TIMS in providing a totally integrated system. Financial data from each subsystem, as well as from subsidiary sections of accounting, are assembled and consolidated to produce a unified source of information for both internal and external reporting.

There will be two major modifications to the current accounting procedures. The first is the implementation of completely new chart of accounts which will permit more accurate and meaningful description of financial elements, particularly expenses. The new accounts will be much more relevant for present operations, particularly for vehicle mode and fleet analysis, providing improved information for management. To accomplish this, the F.A.R.E. system, being implemented by the Federal government, will be utilized.

TIMS ACCOUNTING SUBSYSTEM - CONT'D

The second major modification is the establishment of responsibility accounting through the use of cost centers. The allocation of costs to organizational units will significantly increase the ability of management to analyze expenditures and exert control over them in the most effective manner. There will also be the capability to allocate costs to specifically defined projects, such as inter-departmental or reimburseable work, which would not be adequately controlled by cost distribution to organizational cost centers.

TIMS SYSTEM BENEFITS

In addition to the general advantages described in the "System Overview", each of the six TIMS subsystems has been planned to meet specific design criteria. The major benefits of these subsystems are summarized below.

PERSONNEL SUBSYSTEM BENEFITS

1. Standardized, central record keeping.

   Elimination of disparity in record-keeping techniques among the various divisions.

   Centrally-stored data available to all divisions via terminals.

2. Improved training and reduction in claims.

   Files may be searched by accident type, location, etc.

3. Identification of absentee trends by employee.

4. Identification of accidents and claims by employee.

5. Reduction in claims through tracking of claimants, doctor charges, attorney charges.

MAINTENANCE SUBSYSTEM BENEFITS

1. Standardized, single source documents for payroll, inventory, and activity history.

2. Standardized input procedures in all shops.

3. Increased work scheduling and tracking capability.

4. Scheduled component rotation capability.

5. Scheduled maintenance step capability.

6. Exception reporting to indicate excessive maintenance activity, excessive commodity usage, and excessive part replacement.

7. Provide summarized vehicle component history before every major inspection.

8. Allow increased determination of maintenance costs.

INVENTORY SUBSYSTEM BENEFITS

1. Improved Inventory Control.
2. Tracking of Purchase Orders, Requisitions.
3. Timely Reports.
4. Automatic calculation of re-order points and quantities.
5. Reduction of paper handling.
6. Pre-printed requisitions/delivery orders.
7. Eliminate posting of ACME files.
8. Eliminate current manual posting to IBM cards.
9. Saves mechanic time.
10. Cross-Reference List.
11. Faster parts delivery.
12. Increased management control.
13. Timely stock status information.
14. Points to inventory items causing vehicle out-of-service conditions.

PAYROLL SUBSYSTEM BENEFITS

1. Reduced clerical workload for employee.
2. More accurate expense distribution.
3. Improved verification of work performed.
4. Accurate input for work analysis by job.

ACCOUNTING SUBSYSTEM BENEFITS

1. Reduce clerical effort - reports are system generated-internal & external accounts maintained.
2. More audit and control.
3. FARE reporting-output of system is compatible with Federal Reporting requirements.
4. Better Reports - More Accurate; more timely.

ACCOUNTING SUBSYSTEMS BENEFITS - CONT'D

5. Management/Responsibility Reporting - costs will be defined by organization, account and mode.

6. Afford means of control at all operating levels.

7. Point out cost trends.

8. More accurate budget preparation.

9. Organizational performance compared with budget.

10. Control of interdepartmental and specially funded projects.

EXHIBIT C

SAN FRANCISCO MUNICIPAL RAILWAY
TRANSIT INFORMATION MANAGEMENT SYSTEM

PROPOSED DEVELOPMENT AND IMPLEMENTATION

I. Develop long range plan for entire TIMS project.

A. Define specifically the scope of each subsystem.

B. Develop top level flowchart showing system interrelationships.

C. Design key reports for each subsystem.

D. Perform preliminary definition of major data files.

E. Define logical installation segments.

F. Develop an installation estimate for each segment, including time and manpower requirements.

G. Establish installation priorities for the segments.

H. Prepare final report.

Estimated Resource Requirements:

$40,000 3 MO.

II. Perform preliminary and detail systems design, program and test required computer programs, train operating personnel, and conduct final implementation of each of the five subsystems. These systems are Accounting, Maintenance, Inventory, Payroll and Personnel. The following procedures will be followed for each subsystem:

A. Outputs from system design phase will include the following:

1. Design of system output reports.

2. Definition of file requirements.

3. Design of processing system.

4. Determination of input requirements.

5. Installation schedule, controlling work program, and final cost estimate.

B. Accomplishments of the programming, testing, training, and implementation phase will include the following:

1. Development of individual computer program specifications.

PROPOSED DEVELOPMENT AND IMPLEMENTATION CONT'D

2. Programming of computer programs.

3. Testing and debugging of computer programs.

4. Development of operations manuals and procedures for operating personnel.

5. Development of conversion procedures.

6. Design and procurement of required equipment and supplies.

7. Training of operating personnel.

8. Implementation of new system.

III. A description of each of the five subsystem and an estimate of the resources required follows:

A. The Accounting System will include the following applications:

1. External financial Statements.

2. General ledger accounting reports using a new chart of accounts based on FARE standards.

3. FARE Reports.

4. Management Reports by organizational unit that compare budget to plan.

5. Management Reports by specifically defined projects, in addition to normal reports.

6. Passenger Revenue Reports.

7. Budget Planning Reports.

Estimated Resource Requirements:

System Design	$120,000	6 MO.
Program, Train, and Implement	240,000	12 MO.
TOTAL	$360,000	18 MO.

B. The Maintenance System will include the following applications:

1. Control of individual job status by work order

2. Maintenance status of revenue vehicles and specified major components.

PROPOSED DEVELOPMENT AND IMPLEMENTATION CONT'D

3. Automatic scheduling of routine inspections and maintenance of revenue vehicles and major components.

4. Analysis of overall vehicle and component performance for determining maintenance policies.

5. Analysis of individual vehicle and component performance to forecast specific maintenance problems.

6. Analysis of individual jobs and types of maintenance being performed, including both time and expenditures.

Estimated Resource Requirements:

System Design	$180,000	12 MO.
Program, Train, and Implement	230,000	18 MO.
TOTAL	$410,000	30 MO.

C. The Inventory System will include the following applications:

1. Stock Status Reports, showing on-hand and on-order quantities by storeroom.

2. Catalog of all controlled items, with cross index.

3. Analysis of usage history.

4. Generation of optimum stock levels.

5. Notification to storerooms of reorder requirements.

6. Tracking of requisitions and purchase orders for control and analysis of lead times.

7. Collection of inventory expense for Accounting and Maintenance Reports.

Estimated Resource Requirements:

System Design	$40,000	4 MO.
Program, Train, and Implement	60,000	8 MO.
TOTAL	$100,000	12 MO.

D. The Payroll System will include the following applications.

1. Exception reporting of time worked for platform personnel.

PROPOSED DEVELOPMENT AND IMPLEMENTATION CONT'D

2. Exception reporting of time worked for salaried management and office personnel.

3. Simplified reporting of time worked for other hourly personnel.

4. Automatic generation of labor expense distribution for Accounting and Maintenance.

5. Analysis of work performed, including specifically overtime worked.

6. Transfer of vacation, leave, and sick pay time to Personnel.

Estimated Resource Requirements:

System Design	$92,000	9 MO.
Program, Test, and Implement	156,000	24 MO.
TOTAL	$248,000	33 MO.

E. The Personnel System will include the following applications:

1. Standardized and centralized management of all personnel records.

2. Expanded record keeping and analysis.

   a. General indicative data.

   b. Training History.

   c. Vacation and leave status.

   d. Performance information, such as commendations, accidents, reprimands, and violations.

3. Coordination of accident and claims transactions with individual personnel records.

4. Analysis of accident data and trends.

5. Analysis of claims expenditure and trends.

Estimated Resource Requirements:

System Design	$60,000	6 MO.
Program, Train, and Implement	210,000	18 MO.
	$270,000	24 MO.

PROPOSED DEVELOPMENT AND IMPLEMENTATION CONT'D

IV. The total cost for design and implementation of the Transit Information Management System for the San Francisco Municipal Railway is estimated to be:

$1,428,000

EXHIBIT D

PROJECT BUDGET
(IN THOUSANDS)

	QUARTERS														Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
1. Develop Long Range Plan	40														40
2. Accounting System		60	A* 60	60	60	B* 60	60								360
3. Maintenance				45	45	A 45	45	40	40	40	B 40	35	35		410
4. Inventory				30	A 25	23	B 22								100
5. Payroll				31	A 31	30	20	20	20	20	B 20	20	18	18	248
6. Personnel				30	A 30	35	35	35	B 35	35	35				270
TOTAL QUARTERLY COST	40	60	60	196	191	193	182	95	95	95	95	55	53	18	1428
										10% Contingency					142.8
										PROJECT TOTAL					1570.8

* A - Design Phase
B - Implementation Phase

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

January 20, 1975

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
OLIVER M. ROUSSEAU
JOSEPH J. DIVINY
HENRY E. BERMAN

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

TO: PUBLIC UTILITIES COMMISSION
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Line No. 30 Stockton Express
--Freeway Operation

Over the years traffic on James Lick Freeway, U.S. 101, has steadily become more congested; and coaches are being unduly delayed.

One of the main bottlenecks has been the off-ramp at 4th Street, and operators have periodically requested that coaches be rerouted to leave freeway northbound via the 7th Street off-ramp. Requests have also been received to provide service in closer proximity to the Hall of Justice.

Line No. 30 Express currently operates northbound from Bayshore & Thornton via Bayshore, U.S. 101, 4th Street off-ramp, Bryant, 3rd to Market; southbound from Market Street via 4th Street on-ramp, U.S. 101, Silver off-ramp to Silver Avenue.

Our investigation indicates that an improvement of service and operations can be realized by using the 7th Street off-ramp northbound and the 7th Street on-ramp southbound. This routing would not only reduce delays to our coaches but would provide passenger stops for the Hall of Justice: northbound at 6th & Bryant; southbound at 6th and Harrison.

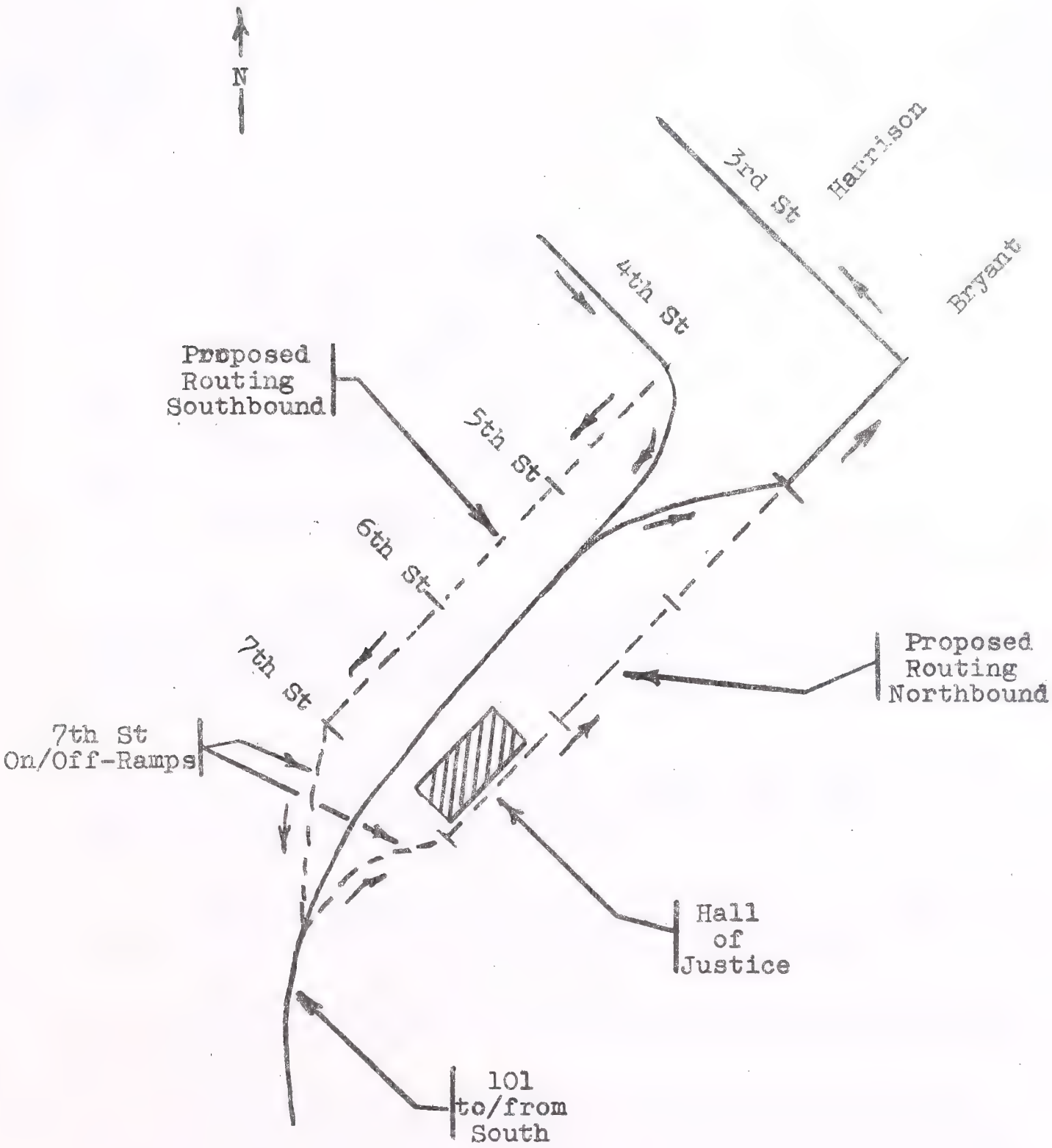
There would be no additional cost of operation, and no current coach stops would be abandoned.

In view of the above-mentioned advantages I recommend that the Commission approve the proposed change.

John D. Crowley
J.D.C.

SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line 30 Freeway Express
Proposed Routings via Hall of Justice



Schedule and Traffic
Department
December 18, 1974

Scale: None

1/28

PUBLIC UTILITIES COMMISSION
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GENERAL MANAGER OF
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FINANCE

TO: PUBLIC UTILITIES COMMISSION
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Line No. 17 Parkmerced Express
--Freeway Operation

Over the years the traffic on James Lick Freeway, U.S. 101, has become more congested; and coaches are being unduly delayed. In addition, northbound coaches entering the freeway at Alemany Circle must cross four lanes of moving traffic in order to enter the connector lanes to northbound U.S. 101.

Line No. 17 Express is currently routed northbound from Alemany Circle via U.S. 101, 4th Street off-ramp, Bryant, 3rd to Market; southbound from Market & 2nd via 2nd Street, Harrison, 4th Street on-ramp, U.S. 101, Interstate 280 off-ramp, Alemany off-ramp.

Periodically, requests have been received to re-route coaches via the more lightly travelled Interstate 280. Requests have also been received to provide service in closer proximity to the Hall of Justice.

Our investigation indicates that an improvement in service and operation can be realized by utilizing Interstate 280 northbound from Alemany to the 6th Street off-ramp.

Conversely, however, using Interstate #280 southbound would require coaches to merge right across several lanes of fast traffic, to the Alemany off-ramp. This would be a difficult and hazardous movement and is not deemed feasible. Therefore, use of U.S. 101 southbound will be retained; and the only change will be to enter the Freeway via the 7th Street on-ramp instead of 4th Street.

A map is attached.

The proposed routing would not only reduce delays to our coaches but would also provide passenger stops at the Hall of Justice: northbound at 6th & Bryant; southbound at 6th & Harrison. There would be no additional cost of operation, and no current coach stops would be abandoned.

In view of the above-mentioned advantages, I recommend that the Commission approve the proposed change.

John D. Crowley

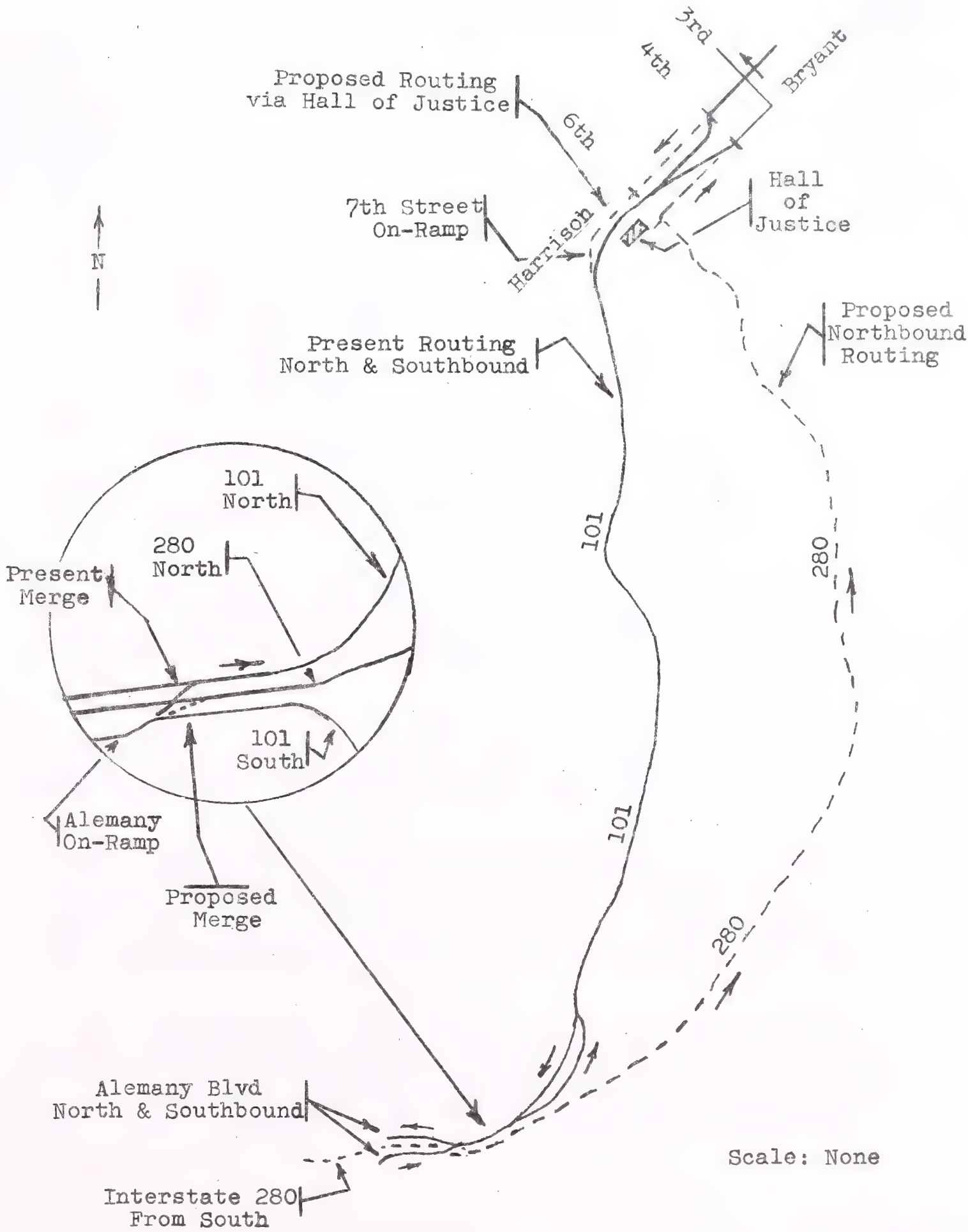
J.D.C.

Attach.

SAN FRANCIS MUNICIPAL RAILWAY

Motor Coach Line 17 Parkmerced Express

Proposed Northbound Routing via Interstate 280
Proposed Southbound Routing via Hall of Justice



Scale: None

Schedule and Traffic
Department
December 18, 1974

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
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FINANCE

January 20, 1975

TO: PUBLIC UTILITIES COMMISSION
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Line No. 14 Mission Express
--Freeway Operation

Over the years the traffic on James Lick Freeway, U.S. 101 has become more congested; and coaches are being unduly delayed. In addition, northbound coaches entering the freeway at Alemany Circle must cross four lanes of moving traffic in order to enter the connector lanes to northbound U.S. 101.

Line No. 14 Express is currently routed northbound from Alemany Boulevard via U.S. 101, 7th Street off-ramp, 7th Street, Mission to Ferry terminal; southbound from Ferry Terminal via Mission, 6th, Harrison, 7th Street on-ramp, U.S. 101, Interstate 280 off-ramp, Alemany off-ramp.

Periodically requests have been received to reroute coaches via the more lightly-travelled Interstate 280. Our investigation indicates that an improvement in service and operation can be realized by using Interstate 280 northbound from Alemany to the 6th Street off-ramp. Conversely, however, using Interstate 280 southbound would require coaches to merge right across several lanes of fast traffic, to the Alemany off-ramp. This would be a difficult and hazardous movement.

Arriving at 6th & Harrison, coaches could be routed either via Harrison, 7th Street, and regular route or remain on 6th Street to Mission Street. Although operating via 6th Street would consist of abandoning stops at 7th & Harrison and 7th & Mission, these stops would be relocated to 6th Street (one block east). The route would be more direct and consequently faster. A map is attached.

The proposed routing would reduce delays to our coaches, thus improving service to our patrons. There would be no additional cost of operation.

John D. Crowley

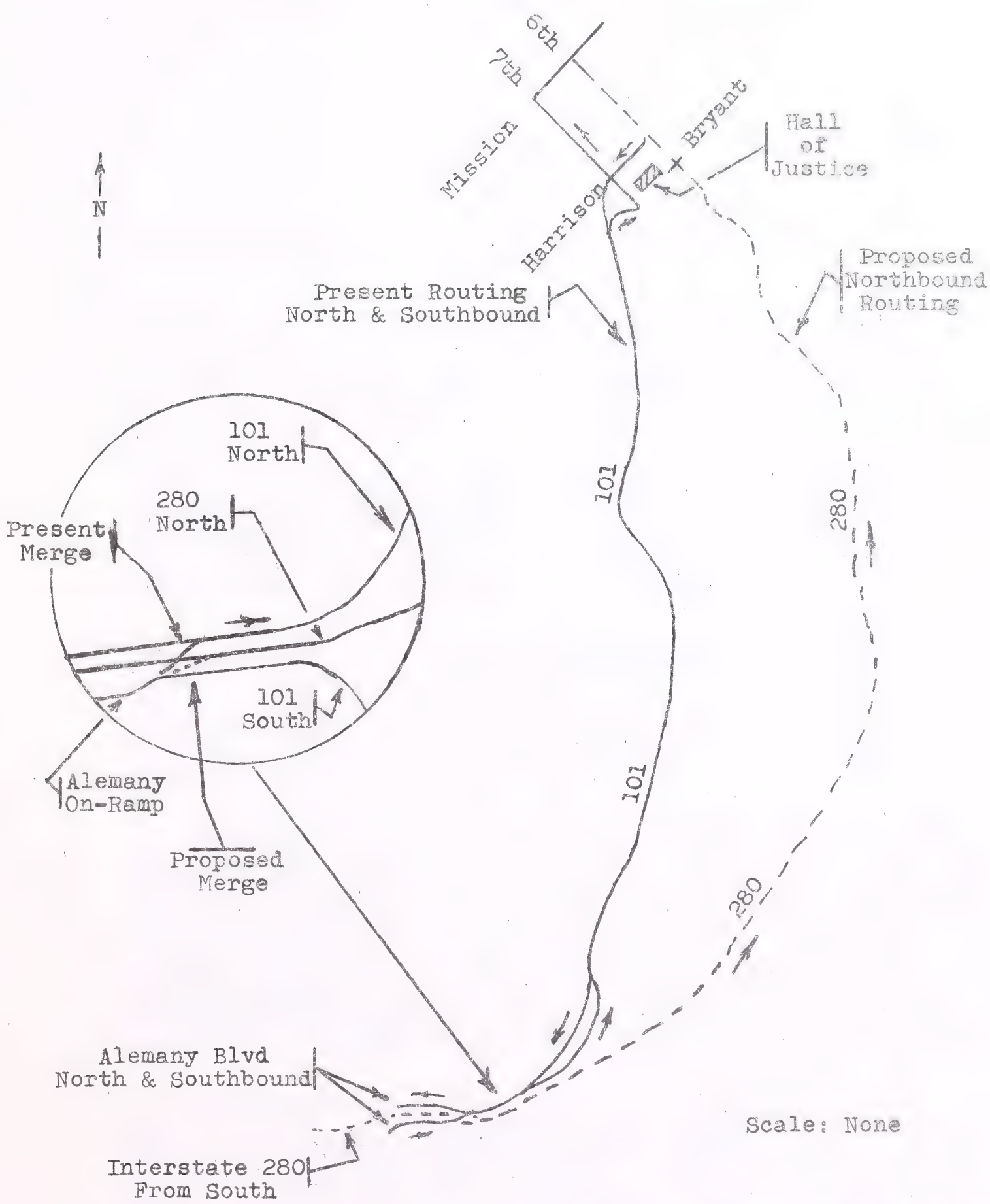
J.D.C.

Attach.

SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line 14 Mission Express

Proposed Northbound Routing via Interstate 280



Scale: None

Schedule and Traffic Department
December 18, 1974

SPEAK

The Sunset-Parkside Education and Action Committee

1329 Seventh Avenue
San Francisco, California 94122
(415) 731-0123

January 28, 1975

To the Members of the Public Utilities Commission
City and County of San Francisco

A statement to be presented by Mr. Arthur Hecht, a member of the Board of Directors of SPEAK, at a public hearing on a proposed application with the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended.

* * * * *

This is a statement of the policy of our organization concerning the need for additional federal funds to promote improved mass transportation in San Francisco. I am speaking on behalf of Mr. Arthur J. Goedewaagen, Chairman of SPEAK's Citizens Planning Commission, who regrets that he is not able to personally present this testimony.

SPEAK is a community organization with 330 dues-paying members who reside in the Sunset and Parkside districts, some fifty of whom may also vote their own personal conscience in our deliberations as representatives of an equivalent number of organizations and agencies in our community. Our planning section, SPEAK's Citizens Planning Commission, is made up largely of such representatives.

In general SPEAK wholeheartedly endorses the principle of additional funding to carry on the modernization program of the San Francisco Municipal Railway. In August, 1971, our organization passed a statement on transportation and street use policy which declared that, "The present balance between automobile use and mass public transit should be tipped increasingly in favor of the latter . . ." This statement endorsed improved transit service within and between the Sunset-Parkside district and other parts of the City, along with better coordination of existing and future mass transit modes such as BART.

SPEAK expanded on this position in a policy statement passed a year ago. In response to the energy crisis, SPEAK noted that "Federal, state, and local appropriations for research, development and operation of mass transit systems must be expanded with the utmost speed." The statement also noted that energy shortages "must be met with immediate steps to upgrade the safety, dependability and convenience of existing public transit services" such as those provided by the Municipal Railway.

More specifically, SPEAK wholeheartedly endorses the use of additional funds to upgrade service on the N-Judah line. During the past three years we have been in touch with nearly every civic organization in our community concerning the need to construct a streetcar right-of-way, with loading platforms and attendant street landscaping, to supplement a city plan to relay streetcar tracks and underground utility lines on Judah Street. Currently construction is taking place to implement this plan between 9th and 19th Avenues. This construction was approved by a 9 to 2 vote of the Board of Supervisors.

But funds are now needed to fund this plan between 19th Avenue and 48th Avenues. The implementation of a streetcar right-of-way and loading platforms on this final stretch of Judah Street is desired by residents in this area who want the safety, the reliability, the convenience, and the energy savings provided by this massive upgrading of streetcar service in our community. The basic elements of this plan have been endorsed by the great majority of the improvement clubs, merchant groups, and other organizations in our community. It has been the subject of intensive public input at many well announced public meetings held since May of 1972.

The need for additional federal funds to pay for the improvements on Judah Street is imperative.

In addition, the staff of the Muni met with SPEAK's Citizens Planning Commission around two years ago to present plans for two electric sub-stations in our community needed to provide proper power for streetcar service. It was and is our understanding that these substations would not require the destruction of any residence and would not environmentally degrade the area, and on this basis no objection was made to these projects at that time.

In conclusion, SPEAK wishes to congratulate the Municipal Railway and the Public Utilities Commission on their initiation of these transit improvements, while urging you to take every action to implement the specific plans in our own community as quickly as possible. We have waited too long already, and the City has moved entirely too slowly on these projects. Let's move ahead now to assure that these transit improvements will be properly funded!

Note: The complete texts of the policy statements alluded to in the above presentation are available on request, as are reports documenting the community input into the specific transit plans noted above in this statement.

MONTHLY REPORT FOR JANUARY 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 53% to 76% of normal as of January 1; Alameda watersheds averaged from 50% to 91% of normal for the same period.

2. Hetch Hetchy water import: An average of 156.2 million gallons per day (MGD) for the month of December.

3. Sunol Valley Filtration Plant treated 25.1 MGD. San Andreas Filtration Plant treated 45.3 MGD.

4. Consumption (MGD average):

   December 1974 - 197.5) 9.8 per cent more
   December 1973 - 179.8)

   12 months preceding

   January 1, 1975 - 253.8) 0.7 per cent more
   January 1, 1974 - 252.0)

5. Storage (million gallons) as of January 1, 1975:

   Alameda Div.

   1975 - 17,047) 35.0 per cent less
   1974 - 26,219)

   Peninsula Div.

   1975 - 20,184) 5.8 per cent less
   1974 - 21,418)

   Total

   1975 - 37,231) 21.8 per cent less
   1974 - 47,637)

Operations and Maintenance

BARDT

No significant items of interest to report.

Sunset Reservoir Leakage

Repair work in progress to correct minor leakage.

Vandalism

Even with the advent of the winter season and the vigilance of the Watershed Keepers, damage to fencing, gates, padlocks, windows, etc. continues to be incurred at various locations on the Peninsula watershed. 243 persons were evicted from the area during the month.

San Andreas 30-Inch Cross-Connection Pipe

Two leaks occurred in Millbrae on the San Andreas 30-inch cross-connection pipe during the month. The first was on December 16, just northerly of Larkspur Avenue, and the second on December 28, at Geraldine and Helen Drive. Both were the result of electrolysis which is a continuing problem at these two locations. This line feeds into the Baden Merced pipeline. Both repairs were made with no interruption of service to any of our consumers.

Water Sales

Total Collections

December 1974	December 1973	Increase
$1,914,669	$1,770,793	$143,876

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$1,911,791	$1,903,205	$ 8,586

Leases and Permits

4

Rents for the month of November included:

Santa Clara Sand and Gravel	$7,041.07
Crystal Springs Golf Course	4,302.01

Delinquent Accounts

The status of the three delinquent accounts previously transferred to the City Attorney is as follows:

Roy Kruse - $4,671.59 - is being scheduled to be tried in Municipal Court;

Attempts are being made to contact William Shelley - $628.12 - for Small Claims Court action;

It has been recommended by the City Attorney that the account of Sunol Gardens, Inc., in the amount of $10,775, be written off as uncollectable. In accordance with that recommendation, a resolution is now being prepared for submission to the Public Utilities Commission.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 22 vehicles.

Vehicular Accidents

During the month of December there were 3 accidents in 2 of which the Department driver was at fault. Our frequency rate for all accidents was 15.33 per million miles while driving 195,718 miles.

Industrial Accidents

There was 1 lost time injury in December. There are a total of 38 for the calendar year.

Service Renewals

	December 1974	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	262	2,602

Meter Repairs

	December 1974	Fiscal Year 1974-1975
CDD - all sizes	312	2,223
Peninsula (inspected and repaired as needed)	16	107
Contract Program 1, 1-1/2, and 2-inch	33	323

Flushing

There was no area flushing for the month due to the training of a promoted Foreman to be Flushing Gateman. It is anticipated a flushing program will be initiated in January of 1975.

	December 1974	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	-0-	-0-
Number of individual flushings to correct objectionable conditions	20	125

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

December 31, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargment	$ 4,756,970.00	$ 2,296,496.58	54	59	20	Delayed by labor dispute. Work now progressing at normal rate.
WD-1528	Valve Motorization - Lake Merced Pump Station & Crystal Springs Outlet Towers	50,550,00	38,607.30	84	100		
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,638,872.00 (MODIF.)	4,004,225.61	96	100	85	Landscaping remains to be completed.
WD-1600	Construction of Centralized Data Acquisition and Control System for C.D.D.	322,905.00	244,231.20	94	100	258 c.d.	Punch list cleanup in progress.
WD-1602	Laying of 12" D.I. Main in Folsom, Main, Harrison and Other Streets	124,573.00	0	68	42		
WD-1643R	Repair Fences at Lombard Reservoir.	20,346.00	0	79	100	5	Inclement weather.
WD-1644	Construction of Protective Handrails at San Andreas Water Filtration Plant	19,700.06	0	50	90		
WD-1647	Excavation and Repaving for Water Service Trenches	105,585.00	0	29	13		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

December 31, 1974

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
D-1665	Calaveras Dam Repair	$ 1,568,900.00	$ 465,543.00	33	32		
D-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	10	Wet and cold weather delaying "Monoform" roofing.
-191	Reroofing Peninsula Cottages	3,571.00	0	50			

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1646	Excavation and Repaving for Water Service Renewals	December 4, 1974

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

February 11, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John E. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-23

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Dennis V. Carey

The minutes of the regular meeting of the Commission held January 28, 1975 were approved.

RESOLUTION NO.	
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0051 H	Award of HH Contract No. 498 - West Portal Avenue and Taraval Street, St. Francis Circle to 20th Avenue, Underground Duct System - Underground Construction Company, Inc., of San Leandro - Amount, $229,585.00
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0052 H	Modification of HH Contract No. 491 - $981 debit Power Improvement Program - Fillmore Street, Pine to Hayes, Underground Power Facilities.
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0053 H	Approving collection of damage claims - Bureau of Light, Heat and Power - Month of December, 1974
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
75-0054 W	Bid Call, WD Contract No. 1648 - Excavation and Repaving for Water Service Trenches
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
75-0055 W	Bid Call, WD Contract No. 1669 - Laying of 8-Inch Ductile Iron Main in Sutter and Powell Streets
	Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0056 W Approving collection of damage claims - Water Department - Month of January 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0057 W Write-off of accounts receivable - Water Department - Month of December 1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0058 W Rejection of all bids - WD Contract No. 1610 - Laying of 20-Inch Steel Main in Jackson and Drumm Streets

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0059 W Settlement of litigated claim of Bernice Wutzler - $35,000

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0060 M No. 37 - Corbett Line - Extension Diamond Heights leg

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0061 M Bid Call, MR Contract No. 607 - Transit Improvement Program - Furnishing and Delivering Streetcar Crossovers and Special Work for Muni Metro Center

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0062 M Bid Call, MR Contract No. 619 - Transit Improvement Program - Furnishing and Delivering Rails and Accessories for Muni Metro Center

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0063 M Completion of MR Contract No. 601R - Transit Improvement Program - Twin Peaks Tunnel Track Reconstruction - G. M. Shupe, Inc., contractor - $1,415,599.63, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0064 M Emergency Supplemental Appropriation - $600,000 Materials and Supplies - Municipal Railway

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0065 M Commending Municipal Railway Operator Charles H. Ford - Kirkland Division

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0066 GO Approval of Requests for Transfer of Funds $10,000 or Less, and Allotments - Second Quarter 1974-75

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0067 W Water Department Revocable Permit to Meek, Murray and Associates, Inc. for parking purposes

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0051-MR Approving payment of claims against the Municipal Railway in total amount of $66,377.19

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0052-MR Approving payment of claim in favor of Lanai Sue Ferguson - $6,000

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Water Department Lien Proceedings

Hearing on Delinquent Water Service Accounts in excess of $100.00:

Account No. 214-4330-1
Property: Block 338, Lot 2
Owner: Joe King
Account closed: June 24, 1974
Amount due: $461.05

ACTION: Mr. Joe King, owner, and Mr. Lynn Wald, Property Manager, appeared.

On motion of Commissioner Berman, seconded by Commissioner Diviny, the Water Department was directed to settle by accepting $50.00 in lieu of past bills, and discharge the obligation. This settlement was agreeable to the owner.

Account No. 727-1750-1
Property: Block 749, Lot 9
Owner: Thelma Arms, Inc.
Account closed: May 14, 1974
Amount due: $319.89

ACTION: Continued on calendar, pending full payment by February 28, 1975.

Account No. 568-3300-3
Property: Block 4756, Lot 40
Owner: Legallet Tanning Co.
Account closed: April 19, 1974
Amount due: $123.76

ACTION: Off calendar; full payment received.

******

Resolution No. 75-0060--extending the Diamond Heights leg of the 37-Corbett Line on outbound trips, on a 6-month trial basis, to better serve the neighborhood.

Commissioner Berman requested that prior to the expiration of the 6-month trial period, the Commission be provided with a report of the compensatory service adjustments made to offset the additional costs for providing this extension. He asked that in the future this information be included at the time requested service adjustments are submitted to the Commission.

Several residents of the Diamond Heights neighborhood were present. Mrs. Della Spry of 170 Bemis Street presented a petition containing 181 signatures supporting the additional route. She thanked the Commission for its action.

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Resolution No. 75-0052-MR--approving settlement and payment of Municipal Railway accident claim in favor of Lanai Sue Ferguson.

Commissioner Berman requested a report on the corrective action taken by the Railway with regard to supervisory personnel involved, and steps taken to tighten procedures to prevent future accidents where intoxication might be a factor.

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Municipal Railway Operator Charles H. Ford of the Kirkland Division was commended by the Commission for an outstanding demonstration of concern for his passengers by alertly and expeditiously coming to the aid of a critically ill passenger aboard his 43 Roosevelt Line coach on January 16, 1975. (Resolution No. 75-0065)

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Communications:

None

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Roll Call:

Commissioner Byrne asked for a report on the status of the various Muni/BART Coordinated Transit Planning projects and the financing of the discount fares.

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, presented a report of the pending items with BART.

Negotiations regarding feeder lines and the discount fares are continuing. Inasmuch as BART does not have money for the transit

fares, meetings have been held with the Metropolitan Transportation Commission to see if the new NMTA (National Mass Transportation Act) funds available to the Bay Area counties can be used to absorb the cost of the discount fares.

Commissioner Berman asked that the Commission be kept current with proceedings by being furnished with available copies of MTC minutes, reports, or written material relating to these discussions and negotiations with BART. He suggested that Mr. Crowley submit a monthly report summarizing the various stages of each of the Muni/BART projects, so as to show developing changes.

Dr. Christensen then reported on a meeting held that morning at the Golden Gate Bridge Highway and Transportation District, at which the four Bay Area transit agencies were present (Muni, BART, Alameda/ Contra Costa Transit, and GGBD). Under discussion was distribution of the national Mass Transportation Act allocation of $386 million-- of which $7.7 million will be available for this urban area.

Regarding the fare box to handle the discount transfer, Dr.Christensen reported that the equipment and tickets have been procured.

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Municipal Railway General Manager Curtis E. Green reported on Muni plans for Valentine's Day observation in concert with the Muni Loves you theme. Shopper Shuttle rides will be free that day, courtesy of the Transport Workers Union, Local 250A, which has subsidized operation of the Shopper Shuttle coaches for the day. Fourteen of the vehicles assigned to the service will be decorated with Valentine posters painted by Junior High School children. Muni Man of the Month ceremonies will also be conducted at Kirkland Yard that morning.

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THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0041

WHEREAS, The Urban Mass Transportation Administration has approved the plans and specifications for Hetch Hetchy Contract No. 498, West Portal Avenue and Taraval Street, St. Francis Circle to 20th Avenue, Underground Duct System, to be constructed under the Power Improvement Program, with financial assistance from the Federal Government; now, therefore, be it

RESOLVED, That this Commission hereby awards to Underground Construction Co., Inc., 2600 Williams Street, San Leandro, California, as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 498, in the amount of $229,585, and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0058

RESOLVED, That this Commission approves a Debit Modification in the amount of $981 to provide funds for additional work to modify the precast manholes, as set forth in Modification No. 1 to Hetch Hetchy Contract No. 491, Fillmore Street, Pine to Hayes, Underground Power Facilities.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0050

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of December, 1974.

Bureau of Light, Heat and Power	$3,054.68
Bureau of Delinquent Revenue	1,580.35

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the transfer of delinquent accounts in the amount of $24,469.81 from the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0054

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1648 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1b and Class 2 as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0065

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD-1669 - Laying of 8-Inch Ductile Iron Main in Sutter and Powell Streets

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0056

RESOLVED, That this Commission hereby approves collections, month of January 1975, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $1,591.89, per list dated January 31, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-057

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorneys, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of December, 1974 in the amount of $4,277.56 per San Francisco Water Department list of December 31, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0058

WHEREAS excavation for a building foundation adjacent to the block of Drumm Street included in Specification WD-1610, Laying of 20 Inch Steel Main in Jackson and Drumm Streets, has apparently caused subsidence of the soil in Drumm Street, therefor be it

RESOLVED That this Commission hereby rejects all bids received January 16, 1975 under Specification WD-1610.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0059

RESOLVED, That on the recommendation of the General Manager of Public Utilities, the General Manager and the Chief Engineer of the San Francisco Water Department and the City Attorney, this Commission approves settlement of the litigated Claim of BERNICE WUTZLER, SUPERIOR COURT NO. 658-363, against the San Francisco Water Department in the amount of $35,000.00; and be it further

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department as follows:

From:	Account No. 1990 - Unappropriated Balance of Funds-San Francisco Water Dept.	$35,000
To:	Appropriation 4.745.800.000 - Fixed Charges	$35,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0060

WHEREAS, The residents of San Francisco in the Diamond Heights Neighborhood of Bemis, Addison, and Moffitt Streets have requested, by means of a petition, that Muni Route 37-Corbett be extended to better serve their neighborhood; and

WHEREAS, These residents live in an area of very steep streets, so that apparent, short-distance access to existing Muni routes is in fact quite difficult for many people; now, therefore, be it

RESOLVED, That the Municipal Railway be authorized and directed to extend, on a six-month trial basis, the Diamond Heights leg of Route 37 so that the additional route to be traversed on outbound trips will be:

From Addison at Farnum, via Farnum, Moffitt, Bemis, and Addison back to Farnum;

and, be it

FURTHER RESOLVED, That the Municipal Railway is authorized to add an additional bus on all days of operation so that frequency of service is increased rather than decreased as would otherwise occur.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0061

WHEREAS, The Municipal Railway streetcar system is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA); and

WHEREAS, Contract No. MR-607, "Furnishing and Delivering Streetcar Crossovers and Special Work for Muni Metro Center", is a part of the Transit Improvement Program; and

WHEREAS, The San Francisco Municipal Railway Improvement Corporation will purchase the streetcar crossovers and special work for Muni Metro Center for the City and then lease them to the City; and

WHEREAS, The plans and specifications for said Contract No. MR-607 have been submitted to this Commission with the recommendation that they be approved; now. therefore be it

RESOLVED, That this Commission hereby approves the bid documents and requests the SFMRIC to advertise for bids for Contract No. MR-607; and be it

FURTHER RESOLVED that advertisement for bids is subject to the concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0062

WHEREAS, The Municipal Railway streetcar system is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA); and

WHEREAS, Contract No. MR-619, "Furnishing and Delivering Rails and Accessories for Muni Metro Center", is a part of the Transit Improvement Program; and

WHEREAS, The San Francisco Municipal Railway Transit Improvement Corporation will purchase the rail and accessories for Muni Metro Center for the City and then lease them to the City; and

WHEREAS, The plans and specifications for said Contract No. MR-619 have been submitted to this Commission with the recommendation that they be approved; now, therefore be it

RESOLVED, That this Commission hereby approve the bid documents and requests the SFMRIC to advertise for bids for Contract No. MR-619; and be it

FURTHER RESOLVED that advertisement for bids is subject to the concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-063

WHEREAS, All work under Contract MR-601R, Twin Peaks Tunnel-Track Reconstruction was completed on October 28, 1974 by G. M. Shupe, Inc., contractor; now therefore be it

RESOLVED, That this Commission accepts the work as satisfactorily completed; and be it further

RESOLVED, That this Commission allows an extension of 62 calendar days for unavoidable delay due to the following:

14 days waiting for new Municipal Railway schedules to go into effect allowing shutdown of Twin Peaks Tunnel during night hours;

48 days due to necessity for the contractor to alter or replace all his construction equipment to comply with new Tunnel Safety Orders of the State of California Labor Code which became effective after the date of bidding;

and be it further

RESOLVED, That this Commission approves Modification of Contract No. 3 in the debit amount of $40,581.63 to adjust the estimated quantities to agree with the actual quantities as performed; to provide for payment to the contractor of a bonus in the amount of $18,000; and to adjust the unit price of Bid Item 17 in the debit amount of $2.75 per pound; and be it further

RESOLVED, That this Commission approves final payment in the amount of $158,358.84 in favor of G. M. Shupe, Inc., contractor.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0064

WHEREAS, the Municipal Railway requires an adequate supply of materials and supplies for repair parts and other operational necessities, and

WHEREAS, funds budgeted for such repair parts and operational necessities are insufficient to complete the fiscal year due to a combination of factors including double-digit price inflation, increasing lead times for deliveries, the advanced age of Muni rolling stock, reduction in budgeted funds and demands for additional passenger service, and

WHEREAS, due to circumstances beyond the control of the Municipal Railway and this Commission, implementation of certain Muni/BART route coordination has been delayed with the concurrent postponement of expenditures budgeted therefor; and

WHEREAS, these funds can, with approval, be utilized for the purchase of urgently needed materials and supplies; and

WHEREAS, this Commission approved, in accord with provisions of charter section 6.305, the transfer of $600,000 from appropriation

4.735.900.735 Services of other departments - Muni/BART Coordination

To appropriation

4.735.300.000 Materials and Supplies; and

WHEREAS, the Controller has requested a supplemental appropriation to accomplish the end result desired by the aforementioned transfer of funds, now, therefore, be it

RESOLVED, that this Commission, acting on the recommendation of the General Manager of Public Utilities, does hereby declare an emergency condition to exist under charter section 2.301, viz., a threat to the uninterrupted operation of the Municipal Railway; and be it further

RESOLVED, that this commission requests the Mayor to recommend to the Board of Supervisors Municipal Railway Emergency Supplemental Appropriation in the amount of $600,000 for materials, supplies, repair parts and other operational necessities.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-2065

WHEREAS, The Public Utilities Commission has learned with great pride that the concern of Municipal Railway Operator Charles H. Ford for his passengers has taken on life-saving aspects; and

WHEREAS, Charles H. Ford correctly discerned that passenger Malcolm McBride, aboard a 43 ROOSEVELT line coach on January 16, 1975, was seriously ill--and despite Mr. McBride's assurances to the contrary--used his radio to alert Central Control and, consequently, authorities at St. Joseph's Hospital; and

WHEREAS, Because of the advance notice that Mr. Ford's coach would be at the hospital, which is located on the 43 line route, in five minutes, St. Joseph's Hospital was able to devote immediate and effective attention to a serious heart attack; and

WHEREAS, Supervising Nurse Joan Mazely contacted Mr. Ford's superiors to report his action, explaining that the patient would not have survived without it; now, therefore, be it

RESOLVED, That the said Charles H. Ford is hereby commended for his thoughtful service to his passenger and his respect for those he serves.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission does hereby approve requests for transfer of funds in the amount of $10,000.00 or under and the requests for allotments submitted to the Controller during the Second Quarter 1974-75 as per attached lists.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 1 1 1975

Secretary and Assistant General Manager

CONFIRMATION OF ALLOTMENTS AND TRANSFERS
SECOND QUARTER 1974-75
RECAPITULATION

ALLOTMENTS	
Bureau of Light, Heat & Power	$ 4,500.00
Municipal Railway	27,500.00
San Francisco Water Department	186,315.39
Hetch Hetchy Water & Power	145,344.20
TRANSFERS	
San Francisco Water Department	5,000.00
Hetch Hetchy Water & Power	10,000.00
TOTAL ALLOTMENTS AND TRANSFERS	$378,659.59

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING DECEMBER 31, 1974

ALLOTMENTS

BUREAU OF LIGHT, HEAT & POWER

From	To	Date	Amount	Reason
4.695.900.000	--	10/15/74	$ 3,000.00	To allot additional funds to cover the amount of Work Order for P. U. C. computer services for the first half of Fiscal Year 1974-1975.
4.695.900.000	--	12/16/74	1,500.00	To allot in full balance of appropriation to cover the amount of Work Order for P. U. C computer services for the second half of Fiscal Year 1974-1975.

MUNICIPAL RAILWAY

4.735.111.000	--	11/9/74	27,500.00	To provide funds for payment of overtime salaried employees due to unforeseen heavy workload.

WATER

4.745.176.000	--	11/4/74	89.89	To allot funds for retroactive wages per File No. 201-72-131, Ordinance No. 455-74, passed Sept. 23, 1974, approved September 25, 1974.
4.745.954.000	--	12/12/74	186,225.50	To allot in full balance of the appropriation to cover the amount of the Work Order for the services of the P U. C. computer center for the second half of Fiscal Year.

HETCH HETCHY WATER & POWER

4.755.176.000	--	11/20/74	43.20	To allot funds for retroactive wages, per File No. 201-72-131, Ordinance No. 455-74, passed 9/23/74, approved 9/25/74.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING DECEMBER 31, 1974

ALLOTMENTS

HETCH HETCHY WATER & POWER (Cont'd.)

From	To	Date	Amount	Reason
4.755.200.000	--	11/20/74	$ 20,000.00	To allot additional funds to cover the amount of professional services to be rendered by Mr. Roy A. Wehe, Consulting Engr. re: Negotiation of Contract between the City and P. G. & E.
4.755.900.000	--	12/13/74	92,951.00	To allot in full balance of appropriation to cover the amount of Work Orders for the services of P. U. C. computer center and Hetch Hetchy office and field engineering services.
4.755.641.000	--	12/12/74	32,350.00	To allot funds to cover payment to be made to U. S. Geological survey for the operation and maintenance of gaging and reservoir stations on Tuolumne River watershed. Funds were payable in advance.

TRANSFERS

WATER

4.746.000.000	2.746.715.000	12/12/74	5,000.00	To provide additional funds to cover the increased costs over the original estimate in rehabilitating the roof of Potrero Heights Reservoir. Low bid was $14,017.00. Budgeted amount $12,000.00.

HETCH HETCHY WATER & POWER

3.756.000.000	6.756.721.000	10/17/74	5,000.00	To provide additional funds to cover the cost of Oil Pressure Pump for Moccasin Powerhouse. HH Req. No. 0435.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING DECEMBER 31, 1974

TRANSFERS

HETCH HETCHY WATER & POWER (Cont'd.)

From	To	Date	Amount	Reason
3.757.000.000	3.757.504.000	11/12/74	$ 5,000.00	To provide additional funds to cover costs of constructing spray paint building at Moccasin. Low Bid was $37,800.00. Amount available was $33,150.00.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0062

WHEREAS, San Francisco Water Department Permit No. 1553, issued April 13, 1965 under Public Utilities Commission Resolution No. 65-0260, required payment of permit fees, taxes and assessments; and

WHEREAS, There exists a delinquency for back taxes from 1971 through 1973-74; and

WHEREAS, The permittee has paid the current taxes and has made satisfactory arrangements for payment of all back taxes owing; now, therefore, be it

RESOLVED, That Revocable Permit No. 1553 be continued, subject to continuing payment of permit fees, current taxes, and monies due on promissory notes for back taxes and the 1967 assessment.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0051-MR 2-11-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Imelda Gonzales	73 B 1855-2 $5,000.00	2-7	2-19-74	A	$ 2,850.00
Norma J. Johnson	73 T 1090-1 $2,700.00	1-3	12-18-73	A	2,700.00
Jeff McCandless	73 B 2403-2 $25,000.00	1-3	6-3-74	A	2,000.00
Harry Whittington	73 S 0811-3 $200,000.00	6-2	5-27-74	A	2,000.00
Litigated Settlements - CA Office					
Daniel R. Belmarez	71 T 0880-1 $20,000.00	1-2	11-26-71	A	2,500.00
Fred Blanchard and Gloria Weinstock	72 T 0285-7 $50,000.00 (Blanchard)	1-3	8-28-72	(A $2,200)	
	72 T 0285-11 $50,000.00 (Weinstock)	1-3	8-28-72	(A $3,000)	5,200.00
John Skaggs	72 T 0285-8 $50,000.00	1-3	8-28-72	A	2,000.00
Leontine Butler	72 B 1122-3 $20,000.00	2-7+	11-30-72	A	2,500.00
Milton Jeng Jeng Chew	73 C 0366-1 $4,500.00	1-3	1-14-74	(A $1,700.00) (B $ 476.43)	2,176.43
May Ditano	69 T 0311-1 $50,000.00	11-1	8-13-69	A	4,000.00
David K. Finn	69 B 1959-1 $75,000.00	4-9	1-19-70	(A $1,650) (B $ 250)	1,900.00
Timothy Knight	72 T 0851-3 $25,000.00	1-3	12-15-72	A	3,500.00
Bernice Larkins	71 B 1439-1 $100,000.00	6-6	9-29-71	A	20,000.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Cruz G. Lugo	71 B 0584-1 $75,000.00	2-7	9-16-71	A	$ 4,800.00
Jesus Pineda	71 B 0143-1 $75,000.00	1-3	7-21-71	A	4,500.00
Louis V. Roberson	71 S 0490-1 $15,000.00	1-3	2-3-72	(A $3,242.41) (B $ 257.59)	3,500.00

Judgment

RESOLVED, That the portion of Resolution 75-0001-MR adopted 1-14-75, pertaining to judgment (including $515.84 costs) of $15,515.84 payable to Maria C. Segovia, be amended to increase total to $15,766.60 (including $766.60 costs), an addition of $250.76, plus interest. (ED follows) + 250.76

Maria C. Segovia	71 B 1222-1 $20,000.00 ($250.76 additional costs, plus interest)	8-6	12-8-71	A	

$ 66,377.19

Total settlements: 17

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 11, 1975.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0052-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Litigated Settlement					
Lanai Sue Ferguson	70 S 0882-1 $500,000.00	7-9	6-23-71	A	$ 6,000.00
					$ 6,000.00

Total settlements: 1

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 11, 1975.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
OLIVER M. ROUSSEAU
JOSEPH J. DIVINY
HENRY E. BERMAN

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
JOHN C. FARRELL
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

January 13, 1975

TO: PUBLIC UTILITIES COMMISSION
Hon. Welton H. Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis V. Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Extension of the Diamond Heights Leg of Line 37 Corbett

Residents of the Diamond Heights area have petitioned us to extend one leg of the 37-Corbett Line to better serve their neighborhood.

At present, Line 37-Corbett has two legs. The common route for both is roughly from the Market Street terminal at Castro onto Corbett and Portola to Clipper. The Diamond Heights leg then turns onto Clipper, Duncan, Diamond Heights, and Addison to Farnum. The extension under consideration would continue the line onto Farnum, Moffit, Bemis, and Addison back to Farnum (as shown on the attached map).

In order to extend the route, it is necessary either to reduce the frequency of service during most hours of operation or to add a bus, which increases the frequency of service on the entire line. The latter alternative is recommended. The service adjustments are shown on an attachment. The details of how the route extension would function are also on this attachment.

The service adjustments are necessary because there is not sufficient recovery time in the current schedules to absorb the time necessary to make the proposed loop.

The increased cost will have to be compensated for by a selective reduction of service elsewhere on a route and at a time where current service levels are in excess of patrons' needs. For this reason, the implementation of

the 37-Corbett Line extension will take place as soon as possible in relation to the adjustments elsewhere, which are currently being studied.

This proposed extension is the one the Board of Supervisors urged you to consider--Item 22 on their Calendar for October 28, 1974.

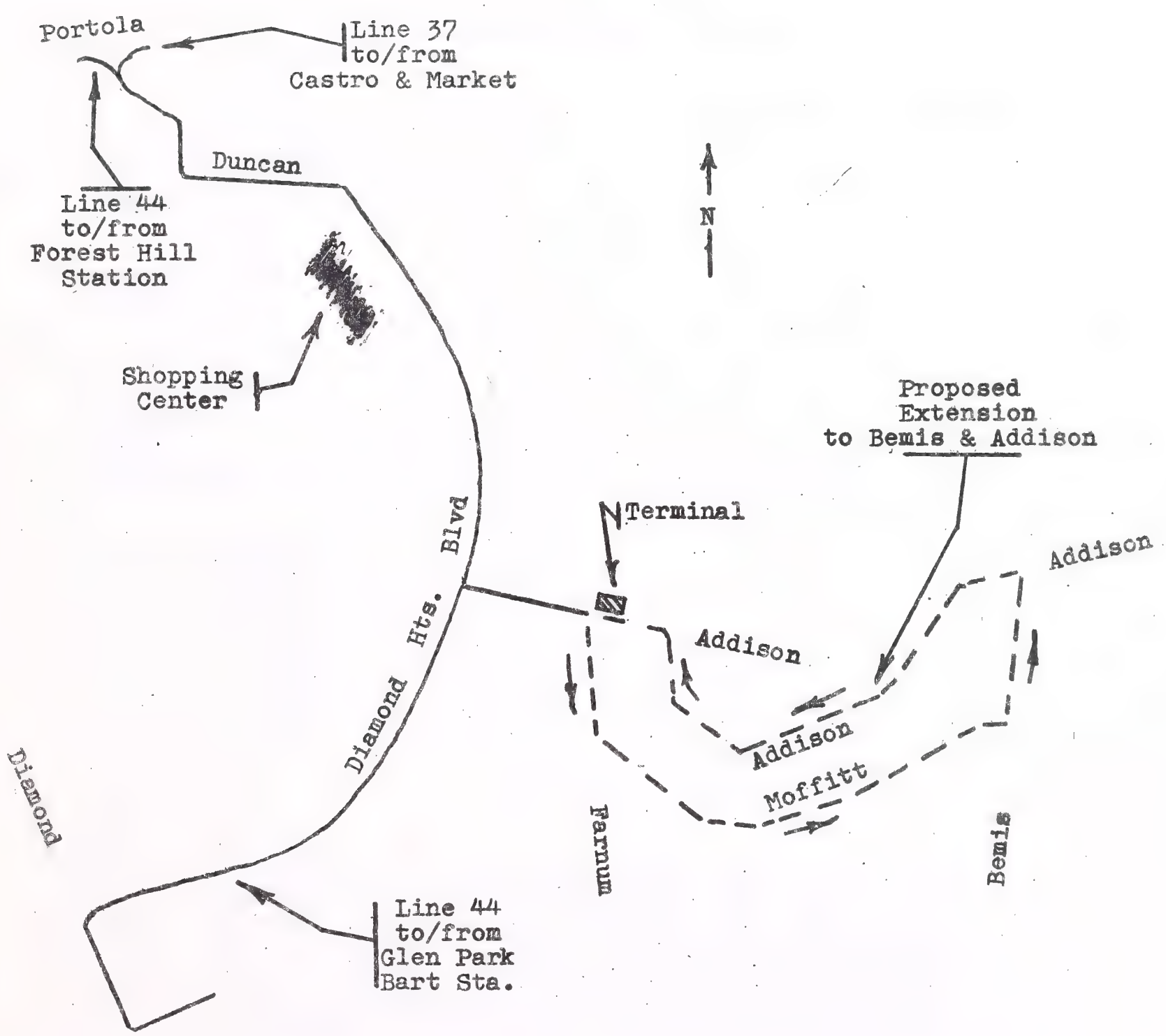
J.D.C.

Attach.

SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line 37 - Corbett

Proposed Extension to Bemis & Addison



Schedule and Traffic
Department
October 31, 1974

Scale: None

SAN FRANCISCO MUNICIPAL RAILWAY

Motor Coach Line 37-Corbett

Proposed Extension to Bemis and Addison

	Present	Proposed	Difference
Motor Coach Requirements			
Weekdays: A.M. Peak	2	3	+1
Base	2	3	+1
P.M. Peak	3	3	-
Saturdays, Sundays, Holidays	1	2	+1
Hours of Service			
Weekdays	6:43 am-10:01 pm	6:40 am-10:20 pm	+22 min.
Saturdays	6:43 am-10:01 pm	6:40 am-10:20 pm	+22 min.
Sundays & Holidays	10:43 am- 6:01 pm	10:17 am- 6:20 pm	+45 min.
Frequency of Service (Number of Minutes Between Coaches)			
Weekdays: A.M. Peak & Base	30	24	-6
P.M. Peak	24	24	-
Saturdays, Sundays, Holidays	60	40	-20

Route Functioning

The Diamond Heights leg would have a three-minute recovery time at the present Farnum terminal after making the proposed loop. The route followed for the return to Market Street would be the same as for inbound trips as currently travelled. Therefore, residents who want to leave home for downtown would board while the bus was completing its outbound trip from Market and stay on board during the above-mentioned three minutes. This procedure is necessary because there is no suitable terminal site on Bemis Street, and making the loop twice in close succession would be impractical.

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: February 11, 1975

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

The No. 2 generator at Dion R. Holm Powerhouse was shut down by protective relays at 6:26 p.m. on Sunday, January 5, 1975, indicating a failure to ground in the stator winding. Immediate preliminary investigation established that the fault was confined to Phase C of the 3-phase winding. The following day it was determined that the fault was limited to a single coil. An Allis-Chalmers Corporation factory engineer was contacted and repair efforts were begun. The repairs were made by departmental forces under the supervision of the Allis-Chalmers Corporation representative and the unit was restored to service on the following Sunday, January 12, 1975. The total outage of the unit was therefore limited to only one week by the fortuitous location of the fault and swift concentrated efforts by departmental personnel.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Feb. 1, 1975	Per Cent of Capacity	Storage in Acre Feet on Feb. 1, 1974	Per Cent of Capacity
Hetch Hetchy	360,400	102,824	29	199,048	55
Lake Lloyd	268,800	108,386	40	150,773	56
Lake Eleanor	27,100	1,625	06	5,682	21
	656,300	212,835	32	355,503	54

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department remained constant at approximately 160 mgd for the last month.

Power Production

During the month of January, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 46.690, 74.340 and 50.356 million kilowatthours respectively for a total of 171.386 million kilowatthours, having a value in excess of $1,200,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Plans and specifications have been sent to the Division of Safety of Dams for final approval. Application has been made to the Division of Fish and Game for a permit to execavate in Moccasin Creek.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are being prepared. Cooperative pole painting contracts with PG&E are under study.

HH-497 Church Street From 22nd to 30th Street-Underground Duct System. Design work and plan preparation is in progress.

HH-498 West Portal Ave. and Taraval St. St. Francis Circle to 20th Ave.-Underground Duct System. Bids opened January 30, 1975. Apparent low bidder was Underground Construction Company.

HH-502 Ocean Ave. Junipero Serra to Harold Ave.-Underground Duct System. Bids opened January 2, 1975. Amelco Electric Company was the low bidder.

HH-503 Taraval Street, 20th to 46th Avenue-Underground Duct System. Design work and plan preparation is in progress.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and design criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Plans and specifications are being prepared.

HH-519 19th Ave., Randolph and Broad Streets. Contract plans and specifications have been completed and have been transmitted to UMTA for approval.

HH-520 Painting Street Trolley Poles, Haight St. Stanyan St. to Central Ave. Contract to be advertised for bid on January 31, and February 1, 1975.

HH-523 Judah St., 20th to 40th Ave.-Underground Duct System. Design work and plan preparation is in progress.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continued work on contract plans and specifications. The 95% completion review level contract documents for contract HH-521 - Market Street Subway Electrification, Embarcadero to Duboce and contract HH-522 - Twin Peaks Tunnel Electrification are expected in February.

Technical specifications and bid documents for the purchase of insulated copper feeder cable are awaiting UMTA approval. Work continued on the preparation of procurement documents for the purchase of bronze trolley wire and copper messenger cable.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. Plans and specifications at the 85% completion level for the Fillmore and Judah Substation buildings were submitted for our review. These plans represent typical construction of underground (Fillmore) and surface (Judah) Substations.

Amendment No. 1 to the existing professional services agreement, transmitted to UMTA for approval on December 5, 1974, was approved by UMTA on January 22, 1975. The amendment which includes consultant's review of substation equipment submittals, changes in design of Laguna Honda Substation, and addition of sanitary facilities in certain substations, was transmitted to the consultant for execution on January 29, 1975.

Authority to purchase the Judah Substation site was given by the Board of Supervisors on January 27, 1975.

Authority to proceed with eminent domain procedure for acquisition of the Taraval Substation site near 32nd and Taraval was withheld by the Supervisors' Finance Committee at their meetings January 15 and January 29, 1975. City Real Estate Department is investigating acquisition of alternative sites.

The rear yard variance requested by PG&E, through City Real Estate Department, which will provide space for Hetch Hetchy Randolph Substation building on the property owned by PG&E at Randolph and Byxbee Streets, was granted and finalized by City Planning Department January 16, 1975. Final agreements for use of a portion of the site by easement granted by PG&E to City are in process.

Control and Communications Project

The consultant, Systems Control, Inc. was notified that the starting date for design services on the project was January 15, 1975. On January 22, 1975, a meeting was held with the consultant's staff to establish project schedule, identify key design criteria and to cover interfaces of this project with other portions of the Power Improvement Program.

Feeder Undergrounding

Bids were received on January 2, 1975 for contract HH-502 - Ocean Avenue-Junipero Serra Boulevard to Harold Avenue - Underground Duct System. The contract was awarded on January 14, 1975 to Amelco Electric who submitted the low bid of $196,148.

Bids were received on January 30, 1975 for contract HH-498 - West Portal Avenue and Taraval Street,St. Francis Circle to 20th Avenue - Underground Duct System. The contract award to Underground Construction Company, who submitted the low bid of $229,585, was recommended to the Commission on January 31, 1975.

Plans and specifications for contract HH-519 - 19th Avenue, Randolph and Broad Streets - Underground duct System, were transmitted to UMTA for approval on January 17, 1975.

Work continued on the plans for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section.)

Overhead Modifications

Work continued on preparing plans and specifications for contract HH-517 for trolley pole replacement, overhead trolley wire reconstuction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will follow the track reconstruction, contract MR-595R, and will include street lighting work.

Work commenced on the preparation of plans and specifications for trolley overhead work to be included in contract MR-621 for additional storage tracks - Upper San Jose Avenue Yard.

Transit Power Engineering

A Supplemental Appropriation in the amount of $275,000 to accomplish relocation of overhead facilities on Mission and 4th Streets was passed by the Board of Supervisors on January 27, 1975. Work commenced on the preparation of plans and specifications for the work which is in implementation of the "Transit First" program.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1975

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-480	Moccasin Shops - Paint Room	$ 37,800	0	99	100	All testing of electrical equipment has been completed. The Contractor is awaiting delivery of explosion proof receptacles and miscellaneous door hardware to complete this contract.
HH-483	Moccasin & Tesla Portal Bldgs.-Exterior Painting & Roof Preservative	33,190	0	48	46	No work this period. Weather conditions are not conducive to application of Latex Paint.
HH-484	O'Shaughnessy Dam - Replace Interior Lighting System	45,000	0	90	100	No work this period. Awaiting delivery of materials.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	0	1	15	The Contractor began work on the conduit run into the Turk Substation.
HH-496	Ecker and Stevenson Street Underground Duct System	98,810	7	97	100	All work under this contract has been completed except for miscellaneous work required at manhole #1003 resulting from the relocation of a gas line.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave. Underground Duct System					Bids were opened 1/30/75. Underground Construction Co. apparent low bidder at $229,585. Nine bids were received.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1975

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-499R	Moccasin & Early Intake Re-roof Cottages	$ 30,178				Bids were opened 1/2/75. Eight bids were received. Contract awarded to low bidder, Hulsey Roofing Company, on 1/14/75.
HH-501	Moccasin Buildings Repair - Weatherproof	14,366	11	27	74	The Contractor is placing "John Manville" asbestos shingles on the outside walls of Cottage #36.
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System	196,148				Bids were opened 1/2/75. Nine bids were received. Contract awarded to low bidder, Amelco Electric, on 1/14/75.
HH-509	Paint Steel Towers Moccasin-Newark Transmission Lines	56,890	0	20	13	The Contractor started work 1/10/75, cleaning, priming, and painting towers as required.
HH-513	Holm Powerhouse Penstock Painting	33,400				Awaiting Notice to Proceed.
HH-516 Informal	1401 Bryant Street Storage Shed - Repair Roof.	4,470	70	100	50	All work under this contract was completed on 1/20/75.
HH-519	19th Ave., Randolph and Broad Streets Underground Duct System					Bid call authorized by PUC on 1/28/75. Awaiting UMTA approval.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1975

Contract No.	Title	Contract Amount	% Completed Last Month	% Completed To Date	% Time Elapsed	Remarks
HH-520	Haight St.-Stanyan St. to Central Ave. Painting Steel Trolley Poles					Bid call authorized by PUC on 1/28/75. Bids to be opened on 2/27/75.
MR-595R	Junipero Serra Blvd. Track Reconstruction	68,640	40	60	70	Duct bank construction has been completed except at Muni Railway where work cannto be performed until tracks are removed.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	10	75	86	Contractor continues to install and splice cable. Change Order for installing conduits across 19th Ave. by jacking has been approved and work is being scheduled.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1975

Contract No.	Title	% Completed Last Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	85	Routine maintenance.
2	Front to Fifth	0	85	Routine maintenance.
3	Eighth to McCoppin	1	61	Routine maintenance of overhead facilities. Contractor relocated feeders and spans in Market Street.
4	Grant to Stockton	2	100	All work completed.
5	United Nations Plaza, Phase I			Bids were opened 1/8/75. Homer J. Olson Co. apparent low bidder.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	5	75	Continue conduits installation. Relocate Market Street Overhead lines so that work can be performed in Station.
1S0033	Castro Street Station	5	56	Relocate Overhead facilities to conform to detour plans.
1S3051	Embarcadero Mezzanine	10	75	Continue conduits installation into Station. Contractor started restoration of overhead facilities.
1S3026	Civic Center Station Entrance No. 3	0	70	Routine maintenance.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

January 31, 1975

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
D-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 2,563,219.64	60	64	20	Delayed by labor dispute. Work now progressing at normal rate.
D-1528	Valve Motorization - Lake Merced Pump Station & Crystal Springs Outlet Towers	51,242.00 (MODIF.)	41,913.90	99	100	115	Contractor working on final elements.
D-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,666,351.57 (MODIF.)	4,047,043.11	97	100	85	Landscaping remains to be completed.
L-1600	Construction of Centralized Data Acquisition and Control System for C.D.D.	322,905.00	244,231.20	96	100	288 c.d	Punch list cleanup in progress. Contractor has had to replace portions of computer hardware.
D-1647	Excavation and Repaving for Water Service Trenches	105,585.00	24,533.77	99	49		
L-1665	Calaveras Dam Repair	1,568,900.00	636,543.00	45	41		
D-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	30	Wet & cold weather delaying "Monoform" roofing.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

January 31, 1975

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1602	Laying of 12-Inch D. I. Main in Folsom, Main, Harrison and Other Streets	January 31, 1975
WD-1643R	Repair Fences at Lombard Reservoir	January 10, 1975
WD-1644	Construction of Protective Handrails at San Andreas Water Filtration Plant	January 20, 1975

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

February 25, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-30

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph J. Diviny

The minutes of the regular meeting of the Commission held February 11, 1975 were approved.

RESOLUTION NO.	
	On motion of Carey, seconded by Byrne, the following resolution was adopted:
75-0068 M	Public hearing to establish on permanent basis the $2.50 Senior Citizen monthly pass and extension of Senior Citizen five-cent fare to all hours, including Express and Candlestick Park Special at the five-cent rate.
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0069 M	Supplemental Appropriation - $32,514 "Senior Pass" Program
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Byrne, seconded by Berman, the following resolution was adopted:
75-0070 H	1961 MWS Bond Fund Supplemental Appropriation - $643,000 New Don Pedro Dam
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Byrne, seconded by Berman the following resolution was adopted:
75-0071 H	Approving collection of damage claims - Bureau of Light, Heat and Power - Month of January, 1975
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0072 W	Award of WD Contract No. 1613 - Laying of 12-Inch Ductile Iron Main in Filbert Street between Hyde and Gough Streets, to The Lowrie Paving Company, Inc. - Net amount, $68,856.00
	Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0073 W Award of WD Contract No. 1642 - Cutting in 42-Inch Butterfly Valve at Junipero Serra Blvd. and Holloway Avenue - Underground Construction Company, of San Leandro - Net amount of $29,860.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0074 W Award of WD Contract No. 1668 - 16-Inch and 12-Inch Feeder Main Extension - 17th Street, Rhode Island to Hampshire Street, and Harold Avenue, Ocean to Bruce Avenue - Dalton Construction Company of Foster City - Net amount, $71,880.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0075 W Settlement of litigated claim of Joan Schweitzer $2,750 - Water Department

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0076 M Transit Improvement Program - Motor Coach Storage and Maintenance Facilities, Phase II - Approval of lease and award of SFMRIC Contract No. MR-617

Vote: Ayes-Flynn, Berman, Carey
Abstained-Byrne

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0077 M Approving payment of claims - Municipal Railway - Month of January 1975

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0078 M Authorizing application for Transit Aid Funds provided from State Highway Funds

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0079 M Approving write-offs, compromise settlements and collection of damage claims - Municipal Railway - Month of January 1975

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0080 M Application for transit aid funds available to the Municipal Railway under the National Mass Transportation Assistance Act of 1974

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0081 M San Francisco's claim for transit aid funds available under SB 325, Fiscal Year 1975-76

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0068-MR Approving payment of claims against the Municipal Railway against the Municipal Railway in total amount of $152,405.16

Vote: Ayes-Flynn, Byrne, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

******

PUBLIC HEARING to consider revision of the existing schedule of rates, fares, and charges by the Municipal Railway to establish on a permanent basis the $2.50 Senior Citizen Muni Monthly Pass and 5¢ senior citizen fare - all hours.

Secretary Thomas G. Flynn stated that in accordance with City Charter provisions, a public hearing notice was published in the City's official newspaper for five days (February 3 through FEbruary 7, 1975), which was at least ten days prior to the meeting date. In addition,

notice was sent to civic groups and community organizations.

Municipal Railway General Manager Curtis E. Green recommended permanent adoption of the fare revision to provide a $2.50 Senior Citizen Monthly Pass, valid on all existing lines, and extension of the 5¢ Fare to all hours, including Express Lines and Candlestick Park Special coaches at the 5¢ rate, for senior citizens.

The revisions were instituted October 1, 1974 on a 6-month trial basis. The apparent advantages include convenience, faster passenger loading, easier transferring, and public acceptance.

The number of Senior Passes sold in October was 2,396. Sales increased to 4,320 in January, and are expected to continue to rise. The expected disadvantages of more crowding during the peak periods, due to elimination of time restrictions on the use of the reduced fare, have not been a serious problem.

He said that both the senior citizens and Muni management are pleased with the program.

The following proponents spoke in support of continuing the trial senior citizen fare schedule on a permanent basis.

SPEAKER	REPRESENTING
Laura Petri, 640 Turk Street	Herself

Jack Duffy, Executive Director, San Francisco Commission on the Aging

Marguerite Warren, 1746-32nd Avenue	Herself

Miss Warren said she had no objection to the reduced fares for senior citizens but felt such riders should be excluded from the express service. She said the express service was established to transport workers during peak hours and that consideration should be given to those who pay the full fare.

Geraldine Johnson, 1025 Fillmore Street	All Seniors Group and EOC Central Frisco (Mission-Fillmore-Central City)
Theresa J. Paulian, 55 Emerson Street	American Association of Retired Persons (AARP), and the Advisory Council of the S.F.Commission on Aging
Lloyd Hartman, 1975 Sacramento Street	Totally disabled persons.

Asked that consideration be given to a similar reduced fare Muni monthly pass for the totally disabled; he has written Supervisor Quentin Kopp on this.

Commissioner Flynn stated this subject is under consideration and will be treated at another time.

Henry Mundstock, 63 Palm Avenue	Himself, a member of AARP

Audrey Owen, Aide to Supervisor Dorothy von Beroldingen

Zildah North, Administrative Assistant to Supervisor John L. Molinari

Joseph Granatier, 207 Arleta Avenue — All People' Coalition

Walter O'Donnell, 55 - 5th Street — Self Help for the Aging

Lawrence W. Martin, President, Transport Workers Union, Local 250A

Praised the City for establishing the Senior Citizen monthly pass, and said the operators are 100% in support of the program in view of the safety aspects.

C. Winters, 331 Octavia Street — Himself and wife.

******

The Commission discussed the matter of senior citizens riding at reduced rate on the express buses. Commissioner Henry E. Berman said his concern was as much with senior citizen safety on a crowded bus as with the working person's convenience in getting home.

Mr. Green responded that a survey conducted by the management has shown that riders and drivers of that operation raised no objection, that senior citizen passengers on express buses do not pose a problem at this time.

Commissioner Dennis V. Carey suggested that the Muni continue to monitor this operation, and that senior citizens take back to their respective groups the request that seniors endeavor to use the regular transportation system, rather than the express buses.

Vice President Joseph P. Byrne said he favors reduced fares for the senior citizens, and he recommended that all seniors present request their organizations to contact the management of the San Francisco Giants to see if they could come up with a weekly rate for attending the day games. This economy then, in combination with the reduced riding on the Candlestick Park bus during off hours, would enable many on fixed incomes who enjoy baseball to attend the games.

The Commission then unanimously adopted Resolution No. 75-0068 approving the senior citizen fares on a permanent basis.

Mr. J. M. Szyfer, 531 Hyde Street, Apt. #2, representing himself, presented the suggestion of issuing the pass quarterly. He said this would cut printing costs.

President Flynn asked Mr. Szyfer to submit his proposal in writing to the Commission, inasmuch as a change in the fare structure was not an item before the Commission for discussion at this hearing.

John W. Madden, Chief Accountant, informed the Commission that the cost saving in printing the pass on a quarterly basis would be of little consequence.

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Resolution No. 75-0076--Relative to the award of MR Contract No.617--Motor Coach Storage & Maintenance Facilities, Phase II.

Mr. Green explained this item, which requests the Board of Supervisors to approve the lease between City and the San Francisco Municipal Railway Improvement Corporation of the facilities to be constructed under Contract MR-617, and requests the SFMRIC upon that approval, to award the contract to the second low bidder, William Simpson Construction Company of San Francisco.

SFMRIC will sell bonds to obtain necessary funding, leading to an award of the contract.

Upon completion the installation will be leased back to City by the SFMRIC.

Mr. Green stated the low bidder, Dan Caputo Company of San Jose, requested permission to withdraw its bid, claiming a clerical error of $2.7 million. Following review of the facts, the City Attorney's Office on February 5, 1975, rendered an opinion to the Public Utilities Commission that Dan Caputo Company be allowed to withdraw its bid.

William F. Bourne, Utilities General Counsel, explained the law in this regard.

Marguerite Warren inquired if the Simpson company had done work for the PUC in the past, and if there had been any difficulty.

Rino Bei, Project Manager for the Transit Improvement Program, stated that the William Simpson Construction Company was a subsidiary of the Dillingham Corporation of Honolulu, which was a responsible firm.

During roll call on the resolution, Commissioner Byrne abstained, stating that he does business with some of the contractors who submitted bids for the work under MR-617.

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Resolutions No. 75-0080 and 0081, authorizing the General Manager of Public Utilities to execute the necessary documents to enable City to obtain transit aid funds available under the National Mass Transportation Assistance Act of 1974 and under the State of California Transportation Development Act of 1971 (SB 325), for the benefit and use of the Municipal Railway.

Although these two items appeared on the supplemental calendar, they are similar to Resolution No. 75-0078 authorizing the General Manager to apply for and obtain transit aid funds provided from State Highway Funds (Proposition 5). In each case fully detailed written data were provided the Commissioners prior to the meeting.

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Communications:

None

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General Manager of Public Utilities Items:

Mr. Crowley said that the Grant Review Committee of the Metropolitan Transportation Commission has approved an amount of approximately $1 million to be apportioned from the various Bay Area county transit aid allotments, to subsidize Muni/BART discount fares for the last one-third of this fiscal year. The Committee also approved an allotment of $3 million as San Francisco's portion of transit aid funds for Fiscal Year 1975-76.

Mr. Crowley said that if these allocations are approved by the Metropolitan Transportation Commission which meets tomorrow, it is possible that the Muni/BART transfer discount fare can be implemented on March 10.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0068

WHEREAS, The Public Utilities Commission adopted Resolution No. 74-0275 on August 13, 1974 authorizing a temporary change in the existing schedule of rates, fares, and charges of the Municipal Railway to allow a $2.50 Senior Citizens' Monthly Pass valid on all Municipal Railway lines on a trial basis; and

WHEREAS, The extension of Senior Citizens' 5¢ Fare to all hours, including the Express Lines and Candlestick Park Special at the 5¢ rate, was approved in that same Resolution on a trial basis; and

WHEREAS, The experience with these trial programs has shown their value and popularity, and the advantages of greater passenger convenience, faster passenger loading, and easier transferring; and

WHEREAS, The Public Utilities Commission as required by Section 3.598 of the Charter of the City and County of San Francisco published on February 3-7, 1975 a Notice of Intention to revise the fare structure to include these programs on a permanent basis; and

WHEREAS, Pursuant to this notice and in accordance with Charter Section 3.598 of the City and County of San Francisco, the Public Utilities Commission conducted a public hearing on this date to consider establishing this rate change on a permanent basis, and determined there is compelling reason to do so; therefore, be it

RESOLVED, The Public Utilities Commission hereby revises the existing rates and fares schedule of the Municipal Railway to provide a $2.50 Senior Citizens' Monthly Pass valid on all existing lines and extension of the 5¢ Fare to all hours, including the Express Lines and Candlestick Park Special at the 5¢ rate; and, be it further

RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors in accordance with Charter Section 3.598 that the Board approve the fare revisions; and, be it further

RESOLVED, That these revisions shall become effective upon the order of the General Manager of Public Utilities not later than April 1, 1975 subject to approval by the Board of Supervisors.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 25, 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0069

WHEREAS, A public hearing was held on February 25, 1975 to consider the recommendation of the Municipal Railway General Manager for adoption of a Monthly Senior Citizen Pass; and

WHEREAS, After hearing testimony and public reaction it was recommended that the proposed monthly senior pass be adopted; and

WHEREAS, Additional costs of administration and operation will be incurred for continuation and monitoring of the "Senior Pass"; now, therefore, be it

RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors Municipal Railway Supplemental Appropriation Request to the credit of the following appropriations:

4.735.110.000	Permanent Salaries	$ 4,347
4.735.200.000	Contractual Services	13,150
4.735.300.000	Materials & Supplies	9,650
4.735.400.000	Equipment	4,760
4.735.863.000	Mandatory Fringe Benefits	607

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0070

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors Supplemental Appropriation of funds for the 1961 Municipal Water System Bond Fund as follows:

From:	Appropriation 861.050.002 - Bay Division Pipeline #4		$150,000
	" 861.050.005 - Crystal Springs Pipeline #3		80,000
	" 861.057.000 - Inspection, Supervision and Field Engineering		148,000
	Account No. 3990 - Unappropriated Balance of Funds 1961 MWS Bond Fund		265,000
To:	Appropriation 860.050.001 - New Don Pedro Dam		$643,000

to satisfy the City's obligation toward construction of New Don Pedro Dam.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 3 0 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0071

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of January, 1975.

Bureau of Light, Heat and Power	$1,785.00
Bureau of Delinquent Revenue	5,228.14

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the transfer of delinquent accounts in the amount of $9,336.79 from the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0072

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1613 - Laying of 12-Inch Ductile Iron Main in Filbert Street between Hyde and Gough Streets - to The Lowrie Paving Co., Inc. in the net amount of $68,856.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0073

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1642 - Cutting in 42-Inch Butterfly Valve at Junipero Serra Boulevard and Holloway Avenue - to Underground Construction Company, Inc. in the net amount of $29,860.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0074

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department
Contract No. 1668 - 16-Inch and 12-Inch Feeder Main Extension - 17th Street - Rhode Island to Hampshire Street and Harold Avenue - Ocean to Bruce Avenue - to Dalton Construction Company in the net amount of $71,880.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0075

AUTHORIZING SETTLEMENT OF LITIGATION OF JOAN SCHWEITZER AGAINST THE CITY AND COUNTY OF SAN FRANCISCO ET AL FOR $2,750.00

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, the Chief Special Agent thereof, and the City Attorney, this Commission approves settlement of the litigated claim of Joan Schweitzer, Superior Court No. 652-548 against the San Francisco Water Department in the amount of $2,750.00; and be it further

RESOLVED, That this Commission hereby requests the Controller to allot funds and to draw warrants against such funds as are, or will be, legally available in payment of said claim against the San Francisco Water Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0076

WHEREAS, The San Francisco Municipal Railway system is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA); and

WHEREAS, San Francisco Municipal Railway Improvement Corporation Contract Proposal No. MR-617, "Motor Coach Storage and Maintenance Facilities, Phase II" is a major part of the Transit Improvement Program; and

WHEREAS, The low bid received in an amount of $7,630,000 from Dan Caputo Company for the said Contract Proposal No. MR-617 contained a clerical error and Dan Caputo Company requested withdrawal of said bid; and

WHEREAS, The City Attorney's office has rendered an opinion that Dan Caputo Company be allowed to withdraw its bid; and

WHEREAS, The second low bidder is william Simpson Construction Company, 760 Harrison Street, San Francisco, California, 94107, with a bid price of $9,038,000 which included additive Item #2 of $50,000 for said Contract Proposal MR-617; and

WHEREAS, The San Francisco Municipal Railway Improvement Corporation will construct the Motor Coach Storage and Maintenance Facilities, Phase II, for the City and then lease the facilities to the City; and

WHEREAS, Lease of the Motor Coach Storage and Maintenance Facilities, Phase II, to the City will require the Board of Supervisors' approval in accordance with its Resolution No. 165-72, adopted June 12, 1972; now therefore, be it

RESOLVED, That this Commission request the Board of Supervisors to approve the lease by the City of the Motor Coach Storage and Maintenance Facilities, Phase II, to be constructed under Contract Proposal No. MR-617; and be it further

RESOLVED, That this Commission hereby requests the San Francisco Municipal Railway Improvement Corporation, upon approval by the Board of Supervisors of aforementioned lease, to award Contract No. MR-617 to William Simpson Construction Company and that all other bids received be rejected; and be it further

RESOLVED, That said award shall be subject to concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0077

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $44,514.70, made by the Municipal Railway, month of January, 1975, per Revolving Fund Payment Requests Nos. 7309, 7325, 7327, 7341, 7345, 7346, 7362 and Request for Warrant Nos. 74-72, 74-78, 74-82, 74-84.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0078

WHEREAS, voters of the State of California approved, via Proposition 5, at the June 1974 General Election, amendment of Article XXVI of the State Constitution to permit diversion of State gasoline taxes to eligible Urban Mass Transit Projects; and

WHEREAS, San Francisco voters approved by passage of Proposition I at the June 1974 General Election, diversion of gasoline taxes to eligible Mass Transit Projects in the City and County of San Francisco; and

WHEREAS, The Municipal Railway has a number of eligible projects included in the list of items pending for Federal Aid Urban (FAU) funding which are oriented to highway type programs and which will probably exceed the level of FAU funds available; and

WHEREAS, These funds are an urgently needed source of local matching monies for Federal Capital Assistance Grants; and

WHEREAS, The Municipal Railway has significant unmet needs for local matching funds; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the required documents and take such other actions as may be necessary to obtain the aforementioned Transit Aid Funds for the benefit and use of the Municipal Railway of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0073

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves cancellations and write-offs of uncollectible accounts receivable which are more than ninety days past due and the adjustment of accounts receivable, month of January 1975, per list of February 3, 1975, $188.47.

RESOLVED, That this Commission hereby approves compromise settlements, month of January 1975, total amount billed: $7,056.43; total compromise settlements: $4,208.50; and approves collections, month of January 1975, amount of $5,603.26, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per lists of February 3, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0080

WHEREAS, Transportation aid funds are made available to qualified applicants by the Urban Mass Transportation Act of 1964 as amended by Section 103(A) of Public Law 93-503, the National Mass Transportation Assistance Act of 1974; and

WHEREAS, The Municipal Railway of the City and County of San Francisco is a qualified applicant for such funds; and

WHEREAS, The Municipal Railway of the City and County of San Francisco is in urgent need of said transit aid funds; now, therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the required documents and take such other actions as may be necessary to obtain the aforementioned transit aid funds for the benefit and use of the Municipal Railway of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0081

WHEREAS, Chapter 1400, Statutes of 1971 of the State of California provides for and makes available transit aid funds to operating transit systems; and

WHEREAS, The Municipal Transit System of the Public Utilities Commission of the City and County of San Francisco (Muni) is a qualified applicant for such funds as provided by Section 99202 of the Public Utilities Code of the State of California; Now, therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute the required documents and take such other actions as may be necessary to obtain the aforementioned transit aid funds for the benefit and use of the Municipal Transit System of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0068-MR 2-25-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Litigated Settlement					
Rosa Stratilatoff	72 B 0494-1 $15,000.00	2-7	9-7-72	A	$ 2,500.00
Litigated Settlements - CA Office					
Mollie Bertolucci	72 B 1670-1 $100,000.00	2-7+	2-18-73	A	25,000.00
Esther Blanshei	71 B 2498-1 $5,000.00	4-7+	5-27-72	A	3,500.00
Augusta Fields	72 C 0195-1 $37,500.00	1-3	11-13-72	(A $8,338.18) (B $1,661.82)	10,000.00
Martin J. Hearney	70 T 0409-1 $250,000.00 (two co-defts to pay $25,000.00 total)	6-6	9-2-70	A	45,000.00
Robert Jones	72 C 0249-4 $25,000.00	1-3D	12-24-72	A	5,000.00
Frederick G. Maggiora, now an adult	70 S 0178-1 $50,000.00	6-3	9-11-70	A	7,750.00
Edward O'Sullivan	71 T 1921-1 $25,000.00	6-3	6-9-72	A	3,300.00
Peggy Underwood	71 T 1949-1 $250,000.00	1-7	6-9-72	A	13,500.00
Judgment					
Gus Dunn	71 T 0262-1 $50,000.00 (includes $1,855.16 costs, plus interest if demanded)	6-6+	8-20-71	A	36,855.16
					$ 152,405.16

Total settlements: 10

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 25, 1975.

Secretary and Assistant General Manager

2-25-75

MONTHLY REPORT FOR FEBRUARY 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 54% to 69% of normal as of February 1; Alameda watersheds averaged from 53% to 88% of normal for the same period.

2. Hetch Hetchy water import: An average of 166.6 million gallons per day (MGD) for the month of January.

3. Sunol Valley Filtration Plant treated 18.4 MGD. San Andreas Filtration Plant treated 50.4 MGD.

4. Consumption (MGD average):

   January 1975 - 204.3) 12.3 per cent more
   January 1974 - 182.0)

   12 months preceding

   February 1, 1975 - 262.3) 4.8 per cent more
   February 1, 1974 - 250.2)

5. Storage (million gallons) as of February 1, 1975:

   Alameda Div.

   1975 - 17,378) 34.9 per cent less
   1974 - 26,710)

   Peninsula Div.

   1975 - 19,928) 14.7 per cent less
   1974 - 23,366)

   Total

   1975 - 37,306) 25.5 per cent less
   1974 - 50,076)

Operations and Maintenance

BARDT

Castro Street Station

12-inch main in service.

Work started on 8-inch main in Market Street East of Castro Street.

Embarcadero Station

12-inch main in North side of Market Street from Beale Street to Main Street in service.

Installation of 24-inch main crossing Market Street completed. Connections to be made by contractor.

West Portal Station

Final preliminary plans are being reviewed.

Sunset Reservoir Leakage

Repair work on the South Basin of Sunset Reservoir continues to correct minor leakage. All of the original leaks detected at the first inspection have been repaired but during the period required to cure the repair mastic, a total of five additional leaks were discovered in joints where originally no leakage was visible. It is anticipated repair work will be completed this month.

Main Breaks

The 12-inch Sutro Reservoir Feeder Main broke in Brunswick at Guttenburg Street on January 28, 1975, causing $8,500 damage to streets and sidewalks. There was no interruption of service to any of our consumers.

Vandalism

Intrusion and vandalism continued to be major problems on the Peninsula watershed. Over 100 "No Trespassing" signs which had been taken down or mutilated were replaced. 258 unauthorized persons were evicted for trespassing and three citations were issued for trespassing with motor bikes.

On January 11, a vehicle was wrecked on Stone Dam Road; vandals broke into the Balancing Reservoir contractor's trailer at the site and absconded with tools worth over $3,000; and the steel gate at the South end of Sawyer Camp Road was badly damaged.

On January 18, the body of a young man presumed to have drowned was found in Upper Crystal Springs Reservoir.

On January 19, dynamite discovered on the rocks at Upper Crystal Springs Dam was disposed of by the Sheriff's bomb squad.

Peninsula Watershed Surveillance

Arrangements have been made to move the Watershed Keeper Supervisor out of the Belmont cottage and into the cottage in Millbrae formerly occupied by the Peninsula Division Manager. The Supervisor will be more centrally and conveniently located to his area of responsibility and the Belmont property will be available for disposal.

Grand Jury Investigation

Mr. Frye and Mr. Carlos Luna of Accounting Division appeared separately before the Public Utilities Committee of the San Francisco Grand Jury the evening of February 4 to give testimony for the Grand Jury investigation of the Sunol Golf Course Lease. Committee members present were Mr. Melvin S. Springer, Chairman; Miss Joyce M. Cirimelli; Mr. John G. Kamena; and Mr. Keith E. Doerge. Mr. Doerge conducted the questioning with only an occasional question or statement from the other members.

Water Sales

Total Collections

January 1975	January 1974	Increase
$2,041,299	$1,885,528	$155,771

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$1,771,682	$1,584,207	$187,476

Leases and Permits

Rents for the month of December included:

Santa Clara Sand and Gravel	$4,601.59
Crystal Springs Golf Course	4,727.76

Delinquent Accounts

The status of the three delinquent accounts previously transferred to the City Attorney is as follows:

Roy Kruse - $4,671.59 - is being scheduled to be tried in Municipal Court.

Attempts are being made to find William Shelley for service for Small Claims Court action in the amount of $628.12.

Sunol Gardens, Inc. - $628.12 - This account has been written off as uncollectable - approved in Public Utilities Commission Resolution No. 75-0039.

Continuing Programs

Safety

Vechicular Inspections

Routine 10,000-mile inspections were conducted on 29 vehicles.

Vehicular Accidents

During the month of January there were 3 accidents in 3 of which the Department driver was at fault. Our frequency rate for all accidents was 14.50 per million miles while driving 206,828 miles.

Industrial Accidents

There were 5 lost time injuries in January. There are a total of 5 for the calendar year.

Service Renewals

	January 1975	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	491	3,093

Meter Repairs

	January 1975	Fiscal Year 1974-1975
CDD -- all sizes	489	2,712
Peninsula (inspected and repaired as needed)	29	136
Contract Program 1, 1-1/2, and 2-inch	33	356

Flushing

Flushing was completed in Merced Manor and in Lakeshore Boulevard areas, North to Balboa and from 40th Avenue West to Great Highway.

	January 1975	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	107,500	107,500
Number of individual flushings to correct objectionable conditions	18	143

THIS PRINT COVERS CALENDAR ITEM NO. 60-1

3/25

M E M O R A N D U M

TO: Members, Public Utilities Commission
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Joseph J. Diviny
Henry E. Berman
Dennis V. Carey

March 21, 1975

FROM: John D. Crowley

SUBJECT: 1975-76 Supplemental Budgets

On December 10, 1974, by Resolution 74-0442, the Public Utilities Commission approved the 1975-76 budgets for all departments and bureaus. These budgets have now been filed with the Controller in accordance with the provisions of Charter Section 6.200, and are currently being reviewed by the Mayor.

It is now necessary to amend the budgets for 1975-76. Attached are highlights of the amendments together with a copy of the proposed resolution.

The Permanent Salaries accounts will be adjusted by the Mayor to reflect the increments allowed by the 1975-76 Salary Standardization Ordinance. These amendments estimate associated overtime and fringe benefits on that type of increase based on these new rates.

John D. Crowley

Attachments

BUREAU OF LIGHT, HEAT & POWER

Permanent Salaries	$1,583
Overtime	74
Holiday Pay	58
Mandatory Fringe Benefits	381
Total	$2,096

Permanent Salaries

This increase is to reflect the increased salaries required due to the reclassification of one Utility Billing Clerk and one Service Utility Billing Clerk to one Account Clerk and to one Senior Account Clerk. These reclassifications were approved by the Civil Service Commission on March 5.

Overtime and Holiday Pay

These funds are required to reflect salary increases received under provisions of the 1975-76 Salary Standardization Ordinance.

Mandatory Fringe Benefits

Funds are required for the mandatory fringe benefits of the increase in Permanent Salaries, Overtime and Holiday Pay.

GENERAL OFFICE

Permanent Salaries	$1,179
Mandatory Fringe Benefits	267
Services Other Departments	1,715
Total	$3,161

Permanent Salaries/Mandatory Fringe Benefits

To provide funds for reclassification of a Stenographic Secretary to an Administrative Secretary.

Services Other Departments

To provide funds for a member of the City Attorney's staff reclassification. This position was reclassified from Principal Attorney to Head Attorney. The occupant of the position is assigned to the Public Utilities Commission.

MUNICIPAL RAILWAY

Permanent Salaries	$148,969
Retroactive Salaries	380,000
Tire Rental	111,802
Mandatory Fringe Benefits	34,799
Reconstruction & Replacement	116,855
Total	$792,425

Permanent Salaries

A net total of four new positions are requested in this budget. They are: 1 Public Relations Officer; 2 Senior Account Clerks; 1 Accountant; 5 Fare Collection Receivers, Part-Time. Attached hereto is the detailed justification for these new positions as provided by the Municipal Railway. In addition, there is a proposed reclassification of some 98 positions to a total of 93 new positions.

Retroactive Salaries

These funds are required for payment of 158 "NP" employees in the promotive classes from the platform. This will enable the Municipal Railway to pay at the rates to be adopted by Civil Service after receipt of an actuarial report based on wage increases and fringe benefits received by the platform employees.

Tire Rental

These funds are required for the increase in tire rental of trolley coach tires of .01944 from .01590 and motor coach tires of .01890 from .01548.

Mandatory Fringe Benefits

Funds are required to provide for mandatory fringe benefits of the amount requested under permanent salaries.

Reconstruction & Replacement

Replace bearings on motors operating the cable car house. OSHA mandated safety repairs at Washington/Mason--$49,655.

P.U.C. MUNICIPAL RAILWAY
PROPOSED NEW POSITIONS
1975-76

Proposed New Employees

Permanent Salaries

CLASS	TITLE	RATE	NO. OF EMPLOYEES	AMOUNT	REF.
1314	Public Relations Off.	132 x 580 = 7656 130 x 608 = 7904	1	15560	7
1632	Senior Account Clerk	132 x 343 = 4528 130 x 359 = 4667	2	18390	7
1650	Accountant	132 x 388 = 5122 130 x 406 = 5278	1	10400	7
9110	Fare Collection Receiver (P.T.)	132 x 299 = 3947 130 x 313 = 4069) 8016	5	20040	7
				64390	

In order to maintain and service accounts with the more than 80 (and increasing) retail locations distributing monthly "FAST PASS" and properly audit both revenues and number of passengers carried via the pass, the following additional employments are required:

Information dissemination is of paramount importance if the program is to have a positive effect on the citizens who are supposed to be its primary beneficiaries. Communication with Senior Citizen Groups, individuals, media, Muni Operating and Administrative personnel, other officials and the general public must be such that the program benefits and conditions adequately explained to all concerned parties. There are no public relations employments included in the Muni Budget.

All communications and information services are at present handled by the already overburdened Public Service Bureau of the Public Utilities Commission which consists of only 2 professionals. A Public Relations aide is required to handle the multitudinous duties set forth herein.

In order to maintain adequate accountability of pass distribution and collection records, make responsible contacts with distributors, affected citizens, and Muni personnel; one position of Senior Account Clerk is requested. This employment will be responsible for the monthly ordering and distribution of Senior Passes and appropriate action to insure prompt collection of accounts receivable as well as clerical duties related to the requisitioning and storage of passes, mail order-processing and related duties.

The number of transactions which the "FAST PASS" program generates each month and the complexities involved in stocking, auditing, collecting revenues, and insuring security over the large number of establishments which sell the pass requires the full time effort of one senior account clerk. In addition, certain auditing and recording transactions require analysis by a professional accountant. With the proposed addition of a senior pass program and expansion of weekend pass sales the accountant is a necessary addition to insure that all revenues due are promptly and accurately received.

Fare collection receivers employed on a part-time basis, 4 to 6 hours per day provide the necessary manpower to deliver and collect passes, sell passes at Muni locations and provide for analysis of passenger revenues to determine pass utilization. The classification provides sufficient versatility to perform the multiple functions required without the inefficiency of multiple employments in more narrow classifications.

WATER DEPARTMENT

Overtime	$ 1,815
Holiday Pay	1,339
Extended Work Week	4,002
Temporary Salaries	3,498
Contractual Services	45,600
Fixed Charges	11,658
Mandatory Fringe Benefits	1,622
Services Other Departments	1,447
Equipment	17,700
Relocation of Water Mains	60,000
Total	$148,681

Overtime/Holiday Pay/Extended Work Week/Temporary Salaries

Increases are required due to salary increases under provisions of the 1975-76 Salary Standardization Ordinance.

Mandatory Fringe Benefits

Increases required for mandatory fringe benefits as a result of increases in the above accounts under the provisions of the 1975-76 Salary Standardization Ordinance.

Contractual Services

Increased cost of services with the largest, $30,000, for a new method of leak detection.

Fixed Charges

Increase is due to increase in auto insurance for Water Department vehicles and increase in street opening permits by the Department of Public Works from $2 to $4.

Services of Other Departments

Water Department share of PUC General Office supplemental budget.

Equipment

Increase in equipment due to vehicle prices being greater than anticipated at time of presentation of original budget.

Relocation of Mains

Increase required to reflect increased costs in construction industry.

HETCH HETCHY

Permanent Salaries	$(16,087)
Overtime	990
Holiday Pay	270
Extended Work Week	220
Temporary Salaries	3,180
Wages	25,209
Fixed Charges	2,556
Mandatory Fringe Benefits	1,931
Services of Other Departments	1,447
Total	$ 19,716

Permanent Salaries/Wages

A decrease due to the change in one position, Water and Power Maintenance Foreman, being reclassified to Utility Foreman and now shown in Wages.

Overtime/Holiday Pay/Extended Work Week/Temporary Salaries

Increases are required due to salary increases under provisions of the 1975-76 Salary Standardization Ordinance.

Fixed Charges

Increases due to auto insurance for Hetch Hetchy Department vehicles.

Mandatory Fringe Benefits

Increases are required for mandatory fringe benefits as a result of salary increases in Personal Services accounts under provisions of 1975-76 Salary Standardization Ordinance.

Services of Other Departments

Hetch Hetchy share of PUC General Office supplemental budget.

3/25
Rule 7
to 12

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR

287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT

JOSEPH P. BYRNE
VICE PRESIDENT

~~XXXXXXXXXXXXXX~~
JOSEPH J. DIVINY
HENRY E. BERMAN
Dennis V. Carey

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES

~~XXXXXXXXXXXXXX~~ T. G. Flynn
SECRETARY AND
ASSISTANT
GENERAL MANAGER

JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

February 27, 1975

TO: PUBLIC UTILITIES COMMISSION
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis V. Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Route Adjustments for Lines: 15 Third
19 Polk - SP Depot trips only
27 Noe
32 Embarcadero
40 Commuter
42 Evans

The Southern Pacific Transportation Company will soon start using its new passenger terminal at Townsend and Fourth Streets.

If the Municipal Railway is to continue its service directly to the S.P. Depot, the attached resolutions need to be adopted.

The resolutions for Lines 15, 19, 27, 32, and 42 provide for referral to the Board of Supervisors because abandonment is involved for portions of routes that include local stops.

The Line 40 Commuter adjustment only shifts most of the southbound travel one block westward and doesn't abandon any stops, because it is an express route.

Mr. Green's attached letter makes reference to the 30 Stockton Line, but no resolution is necessary to change its southern terminal one block westward on its existing route.

John D. Crowley

J.D.C.

Attach.

Public Utilities Commission
City and County of San Francisco

SAN FRANCISCO MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

February 27, 1975

Subject:

Mr. John D. Crowley
General Manager of Public Utilities
287 City Hall
San Francisco, CA 94102

Dear Mr. Crowley:

Muni has several lines operating in the vicinity of the S.P. Depot. The Southern Pacific Transportation Company will soon start using its new passenger terminal at Townsend and Fourth Streets.

In order to be able to continue good service to our patrons who also use the trains, it is necessary to adjust the routes of the following lines:

15 Third
19 Polk - SP Depot trips only
27 Noe
32 Embarcadero
40 Commuter
42 Evans

The route change for the 19 Polk involves abandonment of the Mission Rock Terminal (Pier 50) loop as well. Traffic checks indicate very light patronage--about one passenger per trip.

Additionally, the southern terminal for the 30 Stockton Line will be moved one block; but this change doesn't affect the route.

The attached maps indicate the necessary changes. I recommend that you submit these proposals to the Commission for their approval.

Sincerely,

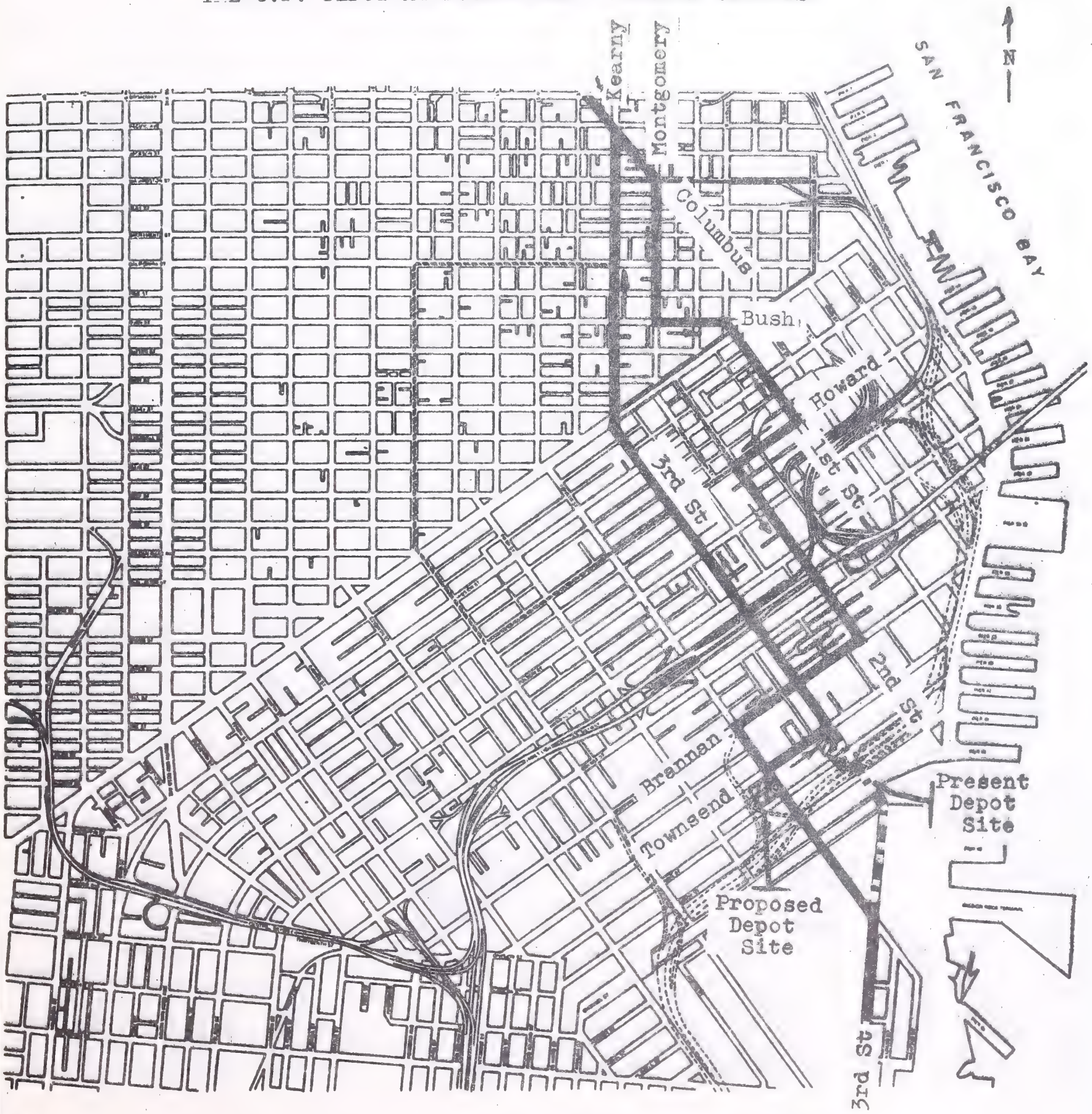
CURTIS E. GREEN
General Manager

Attach.

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

15 - Third

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route

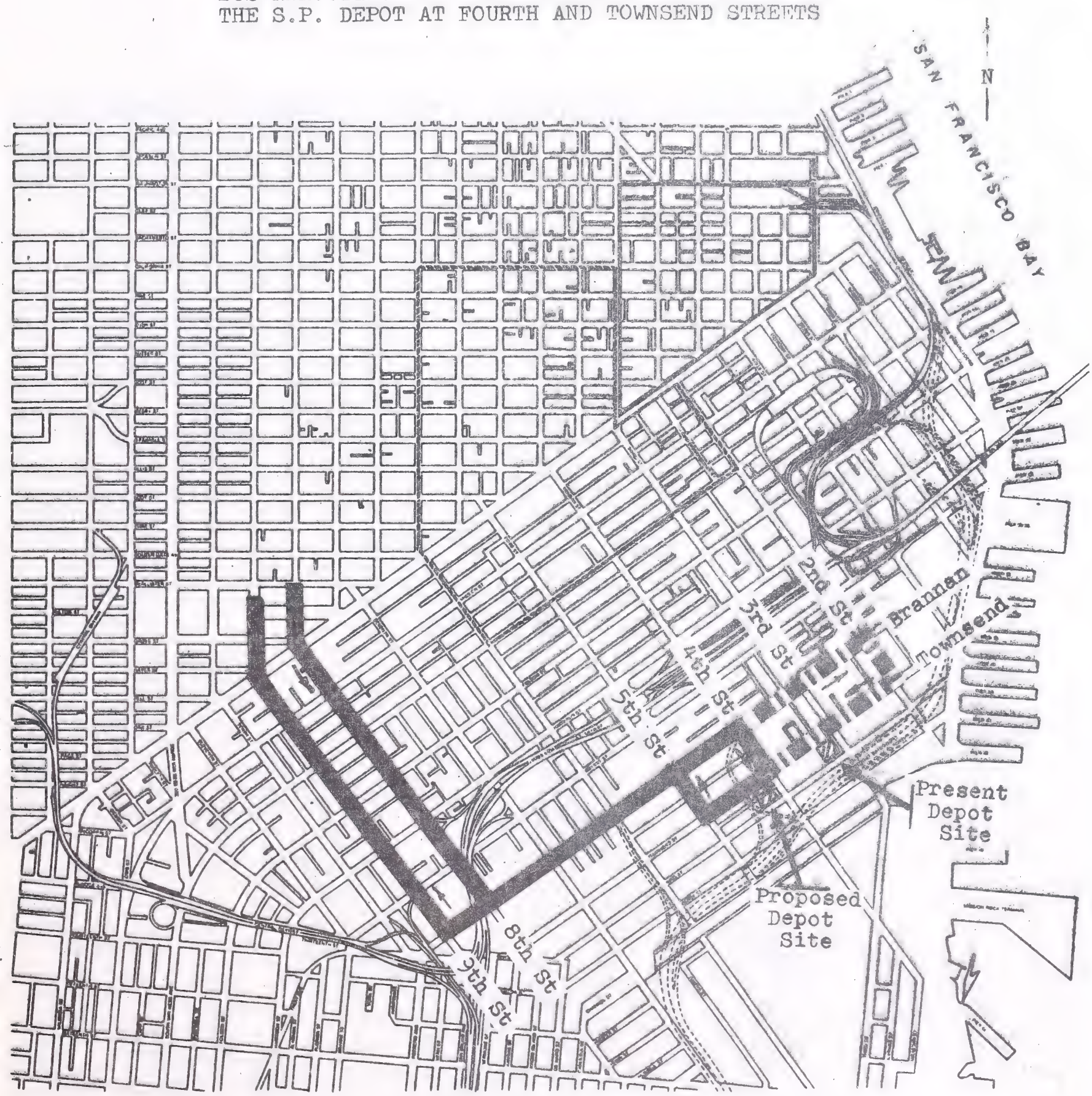
Portion Substituted

August 1, 1973

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

19 - Polk

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route

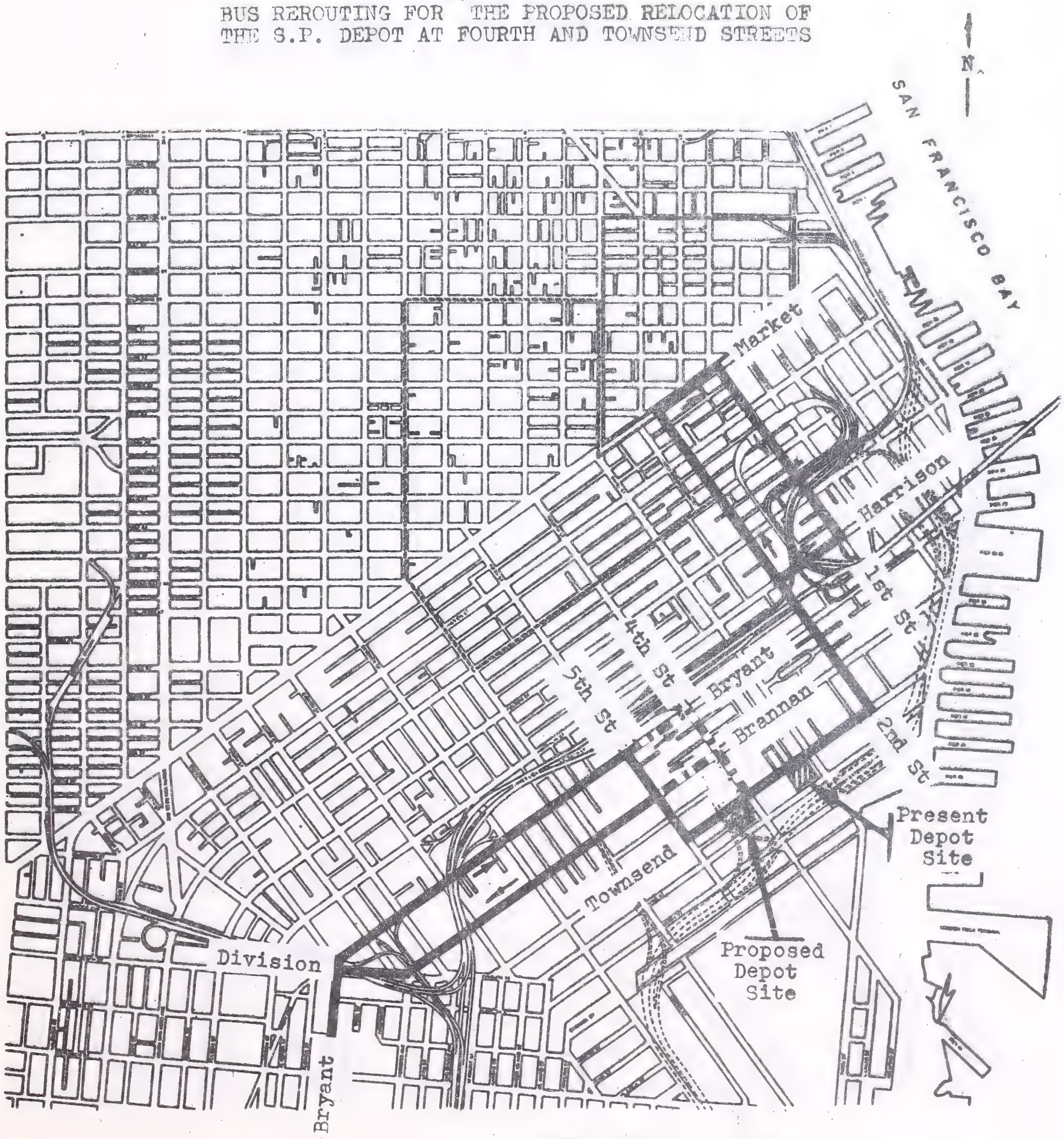
Portion Substituted

February 11, 1975

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

27 - Noe

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS

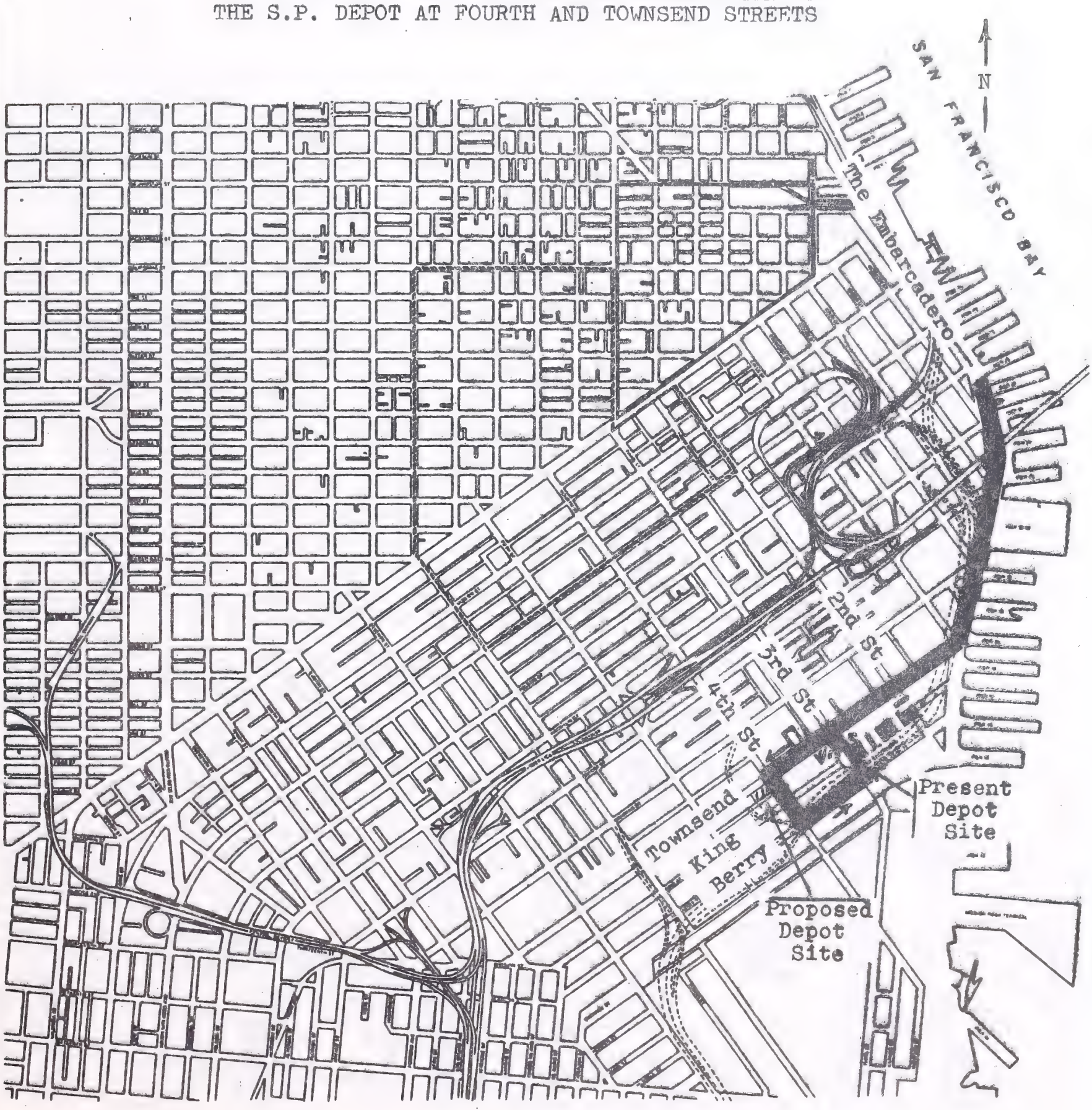


August 1, 1973

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

32 - Embarcadero

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route

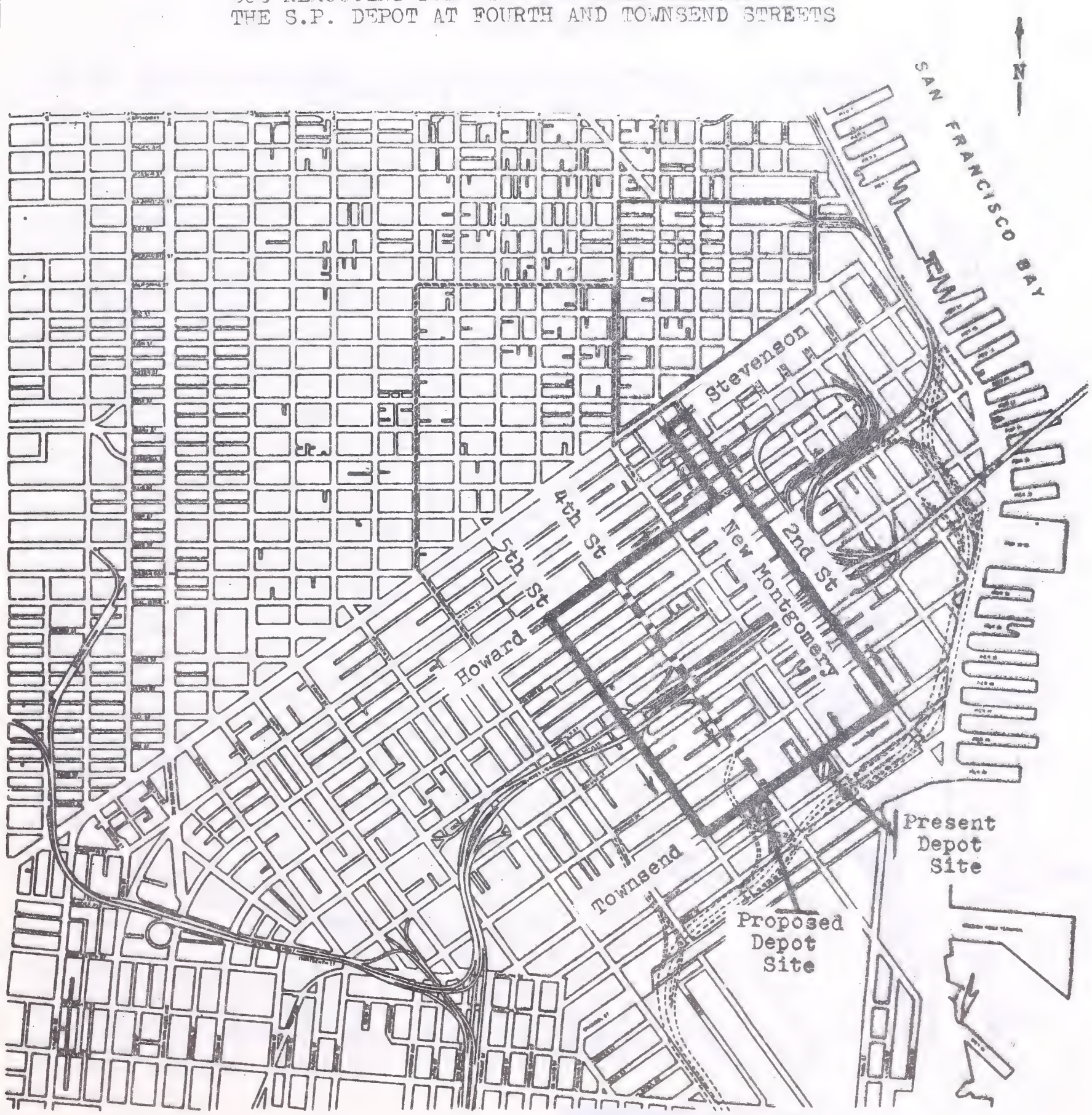
Portion Substituted

February 11, 1975

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

40 - Commuter

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route
Portion Substituted

August 1, 1973

SAN FRANCISCO MUNICIPAL RAILWAY

Schedule and Traffic Department

42 - Evans

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS

February 24, 1975

MONTHLY REPORT FOR MARCH 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 57% to 84% of normal as of March 1; Alameda watersheds averaged from 71% to 102% of normal for the same period.

2. Hetch Hetchy water import: An average of 166.6 million gallons per day (MGD) for the month of February.

3. Sunol Valley Filtration Plant treated 14.4 MGD. San Andreas Filtration Plant treated 51.9 MGD.

4. Consumption (MGD average):

   February 1975 - 202.8) 0.9 per cent more
   February 1974 - 201.0)

   12 months preceding

   March 1, 1975 - 262.4) 4.3 per cent more
   March 1, 1974 - 251.5)

5. Storage (million gallons) as of March 1, 1975:

   Alameda Div.

   1975 - 26,774) 13.9 per cent more
   1974 - 23,511)

   Peninsula Div.

   1975 - 20,601) 2.1 per cent less
   1974 - 21,035)

   Total

   1975 - 47,375) 6.4 per cent more
   1974 - 44,546)

Operations and Maintenance

BARDT

Church Street Station

Installation of a 12-inch main in South side of Market Street from Church Street to 15th Street has started.

West Portal Station

Final preliminary plans were reviewed.

Sunset Reservoir Leakage

Repair work is continuing to correct leakage.

Main Breaks

The number of main breaks decreased from 22 in January to a total of 8 minor breaks in February.

Vandalism and Intrusion

Vandalism this month in the Peninsula Division included breaking of steel hinges and catches on risers on Bay Division Pipelines 1 and 2; tearing down of signs in the Pulgas Temple area and damage to roof of San Andreas boat house by rocks. Several padlocks were broken and removed including those at the North and South gates to Sawyer Camp Road. 163 trespassers were evicted from watershed property; 1 citation was issued to a motor bike operator on the perimeter road; 2 trespassers with rifles were apprehended and turned over to Pacifica police; 1 trespasser in Skyline Quarry fell and broke his leg and was removed to a hospital.

Carrying Capacity

Ten separate flow tests were conducted by Pitometer Associates in February to determine the "C" value (Coefficient of Roughness) of various distribution mains in the downtown area. These tests were made on 6-inch and 8-inch cast iron mains in the Sunset, College Hill and University Mound Reservoir Systems, involving mains installed between 1861 and 1903. In general these tests revealed that all the mains tested have a "C" value somewhere between 31 and 48 and their carrying capacity has been reduced to less than 50 percent of their original capacity.

Water Sales

Total Collections

February 1975	February 1974	Increase
$1,491,398	$1,450,652	$40,746

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
~~$1,831,283~~ 2,173,551	~~$2,173,551~~ 1,831,283	$342,268

Leases and Permits

Rents for the month of January included:

Santa Clara Sand and Gravel	$5,240.25
Crystal Springs Golf Course	4,483.11
Sunol Golf Course	1,558.56

Delinquent Accounts

The status of the two delinquent accounts previously transferred to the City Attorney is as follows:

Roy Kruse - $4,671.59 - is being scheduled to be tried in Municipal Court.

William Shelley - $628.12 - Attempts are being made to find Mr. Shelley for service for Small Claims Court action (maximum of $500.00). New information regarding his whereabouts is being investigated.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 29 vehicles.

Vehicular Accidents

During the month of February there were 5 accidents in 1 of which the Department driver was at fault. Our frequency rate for all accidents was 27.90 per million miles while driving 179,187 miles.

Industrial Accidents

There were 5 lost time injuries in February. There are a total of 10 for the calendar year.

Service Renewals

	February 1975	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	320	3,413

Meter Repairs	February 1975	Fiscal Year 1974-1975
CDD - all sizes	524	3,236
Peninsula (inspected and repaired as needed)	16	152
Contract Program 1, 1-1/2, and 2-inch	-0-	356

Flushing

Flushing was completed in the westerly portion of the Forest Hill area easterly of St. Francis Wood; the westerly portion of the Monterey Heights district; portions of Oceanview district in the area bounded by Grafton on the North to Montana on the South, by Ralston on the West to Majestic on the East; and the easterly segments of Diamond Heights and Upper Mission districts.

	February 1975	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	123,100	230,600
Number of individual flushings to correct objectionable conditions	23	166

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

March 11, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey (arrived at 3:10 p.m.)

The minutes of the regular meeting of the Commission held February 25, 1975 were approved.

RESOLUTION NO.

On motion of Berman, seconded by Diviny, the Commission ratified the following resolution approved by poll of the Commission on February 25, 1975:

75-0082 M

City Attorney travel advance to take depositions, case of Emily C. Ogburn vs. CCSF, U S District Court, Northern District of CA No. C-74-0872 WHO

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

75-0083 H

Award of HH Contract No. 520 - Haight Street, Stanyan Street to Central Avenue, Painting Steel Trolley Poles, to J. Wm. Sorensen, Inc., San Francisco - Amount, $4,248.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

75-0084 H

Completion of HH Contract No. 480 - Moccasin Shops, Paint Room - George Reed, Inc., contractor Total amount, $37,800.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

75-0085 H

Approval of Hayman Homes, Inc. proposal for street lighting on new public stairway

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

75-0086 H

Transit Power Division - Sale of City-owned portion of 12,000 volt circuits on Eighth Avenue to Pacific Gas and Electric Company

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Byrne, the following resolution was adopted:

75-0087 H Supplemental Appropriation - $26,411 Wage Adjustments Fiscal Year 1974-75

Vote: Ayes- Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0088 W Supplemental Appropriation - $3,750,000 Various Projects 1972 Municipal Water System Bond Fund

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0089 W Supplemental Appropriation - $260,796 Operational Necessities

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0090 W Supplemental Appropriation - $80,000 Relocate and Realign Water Mains

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0091 W Supplemental Appropriation - $95 Wage Adjustment, January 21-June 30, 1975 - Class 7358 Pattern-maker

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0092 W Bid Call - WD Contract No. 1649 - Excavation and Repaving for Water Service Trenches

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0093 W Bid Call - WD Contract No. 1678 - 12-Inch Ductile Iron Main Installation in 15th Avenue between California and 220 Feet North of Lake Street

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0094 W Modification #1 - WD Contract No. 1645 - Protective Relays for San Andreas Water Filtration Plant Electrical System - Brayer Electric Company, contractor - $253 debit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0095 W Completion of WD Contract No. 1644 - Construction Protective Handrails at San Andreas Water Filtration Plant (in San Mateo County) - Will-Sta Inc., contractor - $17,941.42, as modified

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0096 W Write-off of accounts receivable - Month of January 1975 - San Francisco Water Department

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0097 W Approving collection of damage claims - Month of February 1975 - San Francisco Water Department

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0098 W Supplemental Appropriation - $1,114 Wage Adjustments Fiscal Year 1974-75

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0099 M Supplemental Appropriation - $1,416 Retroactive Wages Miscellaneous Employees, Fiscal Year 1973-1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0100 M

Supplemental Appropriation - $1,835 Retroactive Wages Miscellaneous Employees, Fiscal Year 1973-1974

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0101 M

Transit Improvement Program - Agreement with State of California re Ocean Avenue at Interstate 280 Overpass Track Reconstruction

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0102 M

Transit Improvement Program - Muni Metro Rail Center - Approval of lease and award of SFMRIC Contract No. 609

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0103 M

In Memoriam - Paul A. Raymore, Financial Secretary-Treasurer of Local 250A, Transport Workers Union of America, AFL-CIO

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0082-MR

Approving payment of claims against the Municipal Railway in total amount of $173,470.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

******

Resolution No. 75-0086--Sale of City-owned 12,000-volt overhead circuits on Eighth Avenue to Pacific Gas and Electric Company for the sum of one dollar.

In answer to Commission questions, Oral L. Moore, Hetch Hetchy Project General Manager, explained the advantages of the transaction.

This is the last of the 12,000-volt alternating current circuits owned by the Municipal Railway and acquired from the Market Street Railway over 60 years ago. The circuits are of no benefit to the City, and since they are needed for continued P.G. & E. service to the Eighth Avenue Substation, there is no potential buyer other than P.G. & E. P.G. & E will then have all the alternating currents in the City under its jurisdiction. However, they will relieve the City of all obligations for any damage liability, the cost of replacing deteriorated poles, and the potential cost of undergrounding when Eighth Avenue is declared an Underground District.

******

Resolution No. 75-0088--Supplemental Appropriation $3,750,000 of 1972 Municipal Water System Bond Funds to provide for the second phase of construction and rehabilitation under the Fund. Arthur H. Frye, Jr., Water Department General Manager and Chief Engineer, said $2,050,000 of this amount is for Balboa Reservoir system feeder mains to improve pressure and fire protection to certain residential, commercial and downtown areas, and $1,000,000 for completion of the Central Control and telemetry systems in San Francisco and subsidiary centers in Millbrae and Sunol. The balance of the money is for engineering support, plans and specifications, and inspection.

******

Resolution No. 75-0082-MR--Approving payment of Municipal Railway accident claims.

Assistant General Manager-Finance John M. Christensen, Jr., forecast that the claims budget will be approximately $600,000 short this fiscal year. While the claim incidence is down, the amounts awarded by the courts are much higher than had been expected.

******

Municipal Railway General Manager Curtis E. Green and members of his staff reported on six proposed route changes to provide service to the new Southern Pacific Transportation Company terminal at Townsend and Fourth Streets, being relocated next month from Third and Townsend.

The changes primarily involve service in the block bounded by Third, Townsend, Brannan and Second Streets.

The plan calls for a new transit idea for San Francisco--a preferential exclusive lane for buses northbound on a one-way southbound street (Fourth Street for one block between Townsend and Brannan.)

This pattern is in existence in several other large United States cities, including New York, Miami, New Orleans, Los Angeles, but has not yet been initiated here, Mr. Green reported.

The route changes - Items 7 through 12 - were put over to the next Commission meeting. Commissioner Henry E. Berman asked for information on any alternative plan regarding bus service moving counter to the one-way flow of traffic, and what precautions can be taken to minimize possible hazards in the block.

Lawrence B. Martin, President of Local 250A, Transport Workers of America, also requested the delay in order for his organization to study the proposed operation.

******

Secretary Thomas G. Flynn reported that lien proceedings against Thelma Arms, Inc. (Water Department Delinquent Account No. 727-1750-1) are being dropped now that full payment has been received. The Commission had previously continued the matter on calendar from its February 11, 1975 meeting pending full payment by February 28, 1975.

******

Roll Call:

Commissioner Dennis V. Carey requested a report on the recent theft of a Municipal Railway motor coach from the storage yard at Ocean Avenue.

Mr. Green outlined the corrective action that has been initiated in an effort to alleviate the situation.

Unfortunately, most of the Muni's equipment storage yards and related facilities are inadequate for proper storage and protection. Funding has not been available to provide for control systems in the form of fencing and gates. It is now a question of how much money should be spent on an obsolete facility at Ocean yard that will be soon replaced by Woods' Motor Coach Center.

******

Commissioner Carey requested that the members of the Commission be provided with copies of State Legislation relating to the protection of senior citizens on public transportation against personal attacks, purse snatching, etc., and prescribing penalties.

The Commission expressed interest in taking a position on these bills at its next meeting.

******

At Commissioner Berman's request, Mr. Crowley reported on the kinetic energy wheel program.

The work being undertaken by the consulting engineer for redirection of the concept is underway and is scheduled for early completion, at which time the final report will be submitted. A report will be made to the Commission on the subject at the first meeting in April.

******

Pursuant to the adoption of an "In Memoriam" resolution, the meeting was adjourned in respect to the memory of the late Paul A. Raymore, who served as Financial Secretary-Treasurer of Local 250A, Transport Workers Union of America, for the last five years.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0082

RESOLVED, That this Commission approve the estimated sum of $800.00 for expenses of the City Attorney or his Deputy City Attorney to attend and take the depositions of the plaintiff, her doctor and witnesses in Hickory, North Carolina, Goldsboro, North Carolina and Kannapolis, North Carolina, in the case of Emily C. Ogburn vs. City and County of San Francisco, United States District Court, Northern District of California, No. C-74-0872 WHO.

ADOPTED

Ayes: Commissioners Flynn, Byrne, Berman, Carey

Nay:

Abstaining:

Absent: Commissioner Diviny

by poll of the Commissioners on February 25, 1975, and ratified

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0053

RESOLVED, That this Commission hereby awards to J. Wm. Sorensen Inc., 443 Tehama Street, San Francisco, California as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 520, Haight Street, Stanyan Street to Central Avenue, Painting Steel Trolley Poles, in the amount of $4,248, and that all other bids for this work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0081

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 480, Moccasin Shops, Paint Room, as satisfactorily completed; allows 18 calendar days of unavoidable delay due to the inability of Contractor to procure material; and approves final payment in the amount of $4,120.20 to the Contractor, George Reed, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0085

WHEREAS, Hayman Homes, Inc., in accordance with the Administrative Code, has submitted to this Commission plans for installing two mercury vapor street lights on the new public stairway in Lot 47, Block 7532, between Topaz Way and Gold Mine Drive as depicted in their Drawing No. C-6135-1; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the proposal by Hayman Homes, Inc., for the lighting system on the new public stairway in Lot 47, Block 7532, between Topaz Way and Gold Mine Drive, with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0056

WHEREAS, The Market Street Railway Company originally owned the 12,000 volt circuits on Eighth Avenue (as shown on Hetch Hetchy Drawing X-1) which are used to supply power to Eighth Avenue Substation; and

WHEREAS, City acquired ownership of these circuits when it purchased the Market Street Railway Company in 1944; and

WHEREAS, Ownership of these circuits has disadvantages to the City, namely (1) liability for injury or damage; (2) cost of replacing deteriorated poles; and (3) potential cost of undergrounding the circuits if Eighth Avenue is legislated an Underground District; and

WHEREAS, Ownership of these circuits is of no benefit to City; and

WHEREAS, The circuits must remain under PGandE control in order to continue serving power to Eighth Avenue Substation, there is no potential buyer other than the Pacific Gas and Electric Company; and

WHEREAS, The Pacific Gas and Electric Company is willing to purchase the circuits for the nominal sum of one dollar; now, therefore, be it

RESOLVED, That this Commission declares the City-owned 12,000 volt circuits on Eighth Avenue (including poles, hardware, etc.) are surplus to the needs of the City, and requests the Purchaser of Supplies to sell them to the Pacific Gas and Electric Company for the sum of one dollar.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0087

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for Hetch Hetchy Water and Power to fund the adjusted wage rates for Class 7345 - Electrician and related classes for the period December 1, 1974 - June 30, 1975 and Class 7346 Painter for the period January 1, 1975 - June 30, 1975 as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds - Hetch Hetchy Water and Power	$26,411
To:	Appropriation 4.755.130.000 - Wages	$22,610
	" 4.755.863.000 - Mandatory Fringe Benefits	3,801

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0088

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the 1972 MWS Bond Fund as follows:

From:

Account No. 3990 - Unappropriated Balance of Funds		$3,750,000

To:

Appropriation	868.050.006	- Balboa Reservoir Feeder Mains	$2,050,000
"	868.050.007	- Central Control System	1,000,000
"	868.055.000	- Architectural and Engineering Contracts	50,000
"	868.056.000	- Plans and Specifications	200,000
"	868.057.000	- Field Engineering, Inspection and Supervision	450,000

to provide funds for construction as approved in the 1972 MWS Bond Fund.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0089

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department for Fiscal Year 1974-1975 in the amount of $260,796 from Account 1990 - Unappropriated Balance of Funds to:

Appropriation	4.745.200.000	- Contractual Services	$ 30,000
"	4.745.300.000	- Materials and Supplies	195,000
"	4.745.400.000	- Equipment	250
"	4.745.800.000	- Fixed Charges	35,546

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0090

RESOLVED, That this Commission hereby requests the Mayor and the Board of Supervisors to approve passage of the San Francisco Water Department's Supplemental Appropriation in the amount of $80,000 from Account 1990 - Unappropriated Balance of Funds to the credit of Appropriation 4.746.702.000 - Relocate and Realign Water Mains.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0081

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department to fund the adjusted wage rates for Class 7358 - Patternmaker for the period January 21, 1975 - June 30, 1975 as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds - San Francisco Water Department	$95
To:	Appropriation 4.745.130.000 - Wages	$81
	Appropriation 4.745.863.000 - Mandatory Fringe Benefits	14

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0092

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1649 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a), of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1b and Class 2 as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0093

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1678 - 12-Inch Ductile Iron Main Installation In 15th Avenue Between California and 220 Feet North of Lake Street

and be it further

RESOLVED, That this project is part of the U. S. Public Health Service Hospital project and will not require a separate environmental impact review.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0091

RESOLVED, That this Commission hereby requests the Controller's certification of debit Modification No. 1 of Water Department Contract No. 1645 - Protective Relays for San Andreas Water Filtration Plant Electrical System in the amount of $253.00 for installation of weatherproof lug landing box mounted on the wall for an electrical neutral entrance as required by Pacific Gas and Electric Company.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0095

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $1,758.64; approves Final Payment in amount of $2,749.60, in favor of Will-Sta, Inc., under Water Department Contract No. 1644, Construction of Protective Handrails at San Andreas Water Filtration Plant (In San Mateo County), and allows seven (7) working days unavoidable delay due to inability of Contractor to procure materials.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0096

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorneys, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of January, 1975 in the amount of $4,720.46 per San Francisco Water Department list of January 31, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0097

RESOLVED, That this Commission hereby approves collections, month of February 1975, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $1,165.81, per list dated February 28, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0098

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department to fund the adjusted wage rates for Class 7345 - Electrician and related classes for the period December 1, 1974 - June 30, 1975 and Class 7346 - Painter for the period January 1, 1975 - June 30, 1975 as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds - San Francisco Water Department		$1,114
To:	Appropriation	4.745.130.000 - Wages	$954
	"	4.745.863.000 - Mandatory Fringe Benefits	160

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0095

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with Charter Section 8.403 in the amount of $1,416, to the credit of the following Appropriations:

3.735.176.000.000
"Wages--Miscellaneous Employees"
$1,255

3.735.863.000.000
O.E. 860 "Pension and Retirement Allowance"
$161

The following classes are involved:

7226 Carpenter Foreman
7344 Carpenter

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0100

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with Charter Section 8.403 in the amount of $1,835, to the credit of the following Appropriations:

3.735.176.000.000
"Wages--Miscellaneous Employees"
$1,626

3.735.863.000.000
O.E. 860 "Pension and Retirement Allowance"
$209

The following classes are involved:

7216 Electrical Transit Shop Foreman
7256 Electric Motor Shopman Foreman
7319 Electric Motor Shopman

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0101

WHEREAS, The Municipal Railway streetcar system is being modernized under the Transit Improvement Program (TIP); and

WHEREAS, In conjunction with the rehabilitation of the Municipal Railway, funds are available from the Urban Mass Transportation Administration to reconstruct tracks on Ocean Avenue at Interstate Route 280 overpass; and

WHEREAS, California Department of Transportation (Cal-Trans) policy requires that any structural revisions to freeway structure be designed and supervised by Cal-Trans; and

WHEREAS, This Commission plans to enter into a cooperative agreement with Cal-Trans for engineering services in the sum of $24,000 for the design and construction engineering of the structural alterations; now therefore be it

RESOLVED, That this Commission authorizes the General Manager of Public Utilities to execute an agreement on behalf of the Public Utilities Commission, with the State of California acting by and through its Business and Transportation Agency, Department of Transportation for the design of the structural alterations.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0102

WHEREAS, The San Francisco Municipal Railway System is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA); and

WHEREAS, San Francisco Municipal Railway Improvement Corporation Contract Proposal No. MR-609 "Muni Metro Rail Center" is a major part of the Transit Improvement Program; and

WHEREAS, The low bidder is Swinerton & Walberg Company, 100 Pine Street, San Francisco, California, 94111, with a bid price of $13,396,475 for said Contract Proposal MR-609; and

WHEREAS, The San Francisco Municipal Railway Improvement Corporation will construct the Muni Metro Rail Center for the City and then lease the facilities to the City; and

WHEREAS, The San Francisco Municipal Railway Corporation requires the City to lease the land to the Corporation on which the facilities are to be constructed; and

WHEREAS, Lease of the land to the San Francisco Municipal Railway Improvement Corporation and the lease of the Muni Metro Rail Center to the City will require the Board of Supervisors' approval in accordance with its Resolution No. 165-72, adopted June 12, 1972; now therefore, be it

RESOLVED, That this Commission requests the Board of Supervisors to approve the lease to the San Francisco Municipal Railway Improvement Corporation and the "lease back" by the City of the Muni Metro Rail Center to be constructed under Contract Proposal No. MR-609; and be it further

RESOLVED, That this Commission hereby requests the San Francisco Municipal Railway Improvement Corporation, upon approval by the Board of Supervisors of aforementioned lease, to award the Contract No. MR-609 to Swinerton & Walberg Company and that all other bids received be rejected; and be it further

RESOLVED, That said award shall be subject to concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0103

IN MEMORIAM

WHEREAS, The passing of Paul A. Raymore, a good friend and respected associate, has left the members and staff of the Public Utilities Commission with feelings of deep regret and profound loss; and

WHEREAS, Mr. Raymore who became an operator for the Municipal Railway in 1948, soon dedicated himself to the interest of his fellow employees, serving first as a Shop Steward at Potrero Division and thereafter as Financial Secretary-Treasurer of Local 250-A of the Transport Workers Union of America, AFL-CIO; and

WHEREAS, The membership of Local 250-A demonstrated their affection and confidence in Mr. Raymore's services by retaining him in this important position for more than five years; and

WHEREAS, Paul A. Raymore will long be remembered for his friendly and loyal spirit and for his devotion to the welfare of his fellow workers and the best interest of the Municipal Railway; now, therefore, be it

RESOLVED, That the Public Utilities Commission, while expressing its deepest sympathy to his surviving children, does hereby unanimously adopt this In Memoriam Resolution in loving remembrance of a treasured association with Paul A. Raymore, and adjourns this meeting of March 11, 1975, in his memory.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 11 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0082-MR 3-11-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
William Joel Ashley	74 T 5172-2 $4,000.00	12-9	11-23-74	B	$ 2,000.00
August Hafner	73 C 0505-1 $29,500.30	9-6+	5-6-74	A	6,000.00
Sumi Konrai	74 B 0485-3 $35,000.00	19-3	9-11-74	A	2,500.00
Edward Olmstead	74 B 0866-1 $5,000.00	1-3	11-7-74	A	1,850.00
Alan Rutsky	74 S 0050-1 $25,000.00	8-3	7-22-74	A	2,800.00
Rotel Tours	73 C 0505-3 $2,920.00	9-6	5-6-74	A	2,920.00
Litigated Settlements - CA Office					
Joann Bayardo	70 T 0665-1 $50,000.00	1-7	10-11-70	A	35,000.00
Frances Boyd	69 C 0615-1 $126,185.00	5-9	12-29-69	A	20,000.00
Edna Capon	71 S 0398-1 $100,000.00	8-6	12-20-71	A	2,600.00
Margaret Hauck	70 B 0455-2 $25,000.00	1-3	8-28-70	A	6,500.00
Sam S. Hauser	71 S 0781-1 $20,000.00	1-3+	4-21-72	A	14,000.00
Joe C. Herrera	71 B 0808-1 $75,000.00	1-3	10-21-71	A	14,000.00
Thomas C. Jones	72 B 0981-1 $79,800.00	31-1	11-7-72	A	35,000.00
Lai Bing Louie, guardian ad litem of Tom Louie, a minor	71 T 0065-1 $5,000.00	18-1	7-15-71	A	1,610.00

(continued)

75-0082-MR 3-11-75

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Dominick C. Mendez and Donna Bondi (now an adult)	71 T 1422-1 $25,300.00 (Mendez)	1-3	3-5-72	(A $6,654.83) (B $ 245.17)	
	71 T 1422-2 $25,000.00 (Bondi)	1-3	3-5-72	(A $ 600.00)	$ 7,500.00
Alfredo Quiros	72 T 0779-1 $100,000.00	11-1	11-4-72	A	14,500.00
Edmonia Savoy	71 S 0094-1 $30,000.00	6-6	8-5-71	A	2,290.00
Rosemary Stewart	71 T 1925-1 $27,000.00	1-2	6-9-72	A	2,400.00

Judgments

None

$ 173,470.00

Total settlements: 19

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 11, 1975.

Secretary and Assistant General Manager

3/11

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
~~XXXXXXXXXXXXXX~~
JOSEPH J. DIVINY
HENRY E. BERMAN
Dennis V. Carey

February 27, 1975

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
~~XXXXXXXXXXXXXX~~ T. G. Flynn
~~XXXXXXXXXXXXXX~~
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

TO: PUBLIC UTILITIES COMMISSION
Hon. H. Welton Flynn, President
Hon. Joseph P. Byrne, Vice President
Hon. Joseph J. Diviny
Hon. Henry E. Berman
Hon. Dennis V. Carey

FROM: John D. Crowley
General Manager of Public Utilities

SUBJECT: Route Adjustments for Lines: 15 Third
19 Polk - SP Depot trips only
27 Noe
32 Embarcadero
40 Commuter
42 Evans

The Southern Pacific Transportation Company will soon start using its new passenger terminal at Townsend and Fourth Streets.

If the Municipal Railway is to continue its service directly to the S.P. Depot, the attached resolutions need to be adopted.

The resolutions for Lines 15, 19, 27, 32, and 42 provide for referral to the Board of Supervisors because abandonment is involved for portions of routes that include local stops.

The Line 40 Commuter adjustment only shifts most of the southbound travel one block westward and doesn't abandon any stops, because it is an express route.

Mr. Green's attached letter makes reference to the 30 Stockton Line, but no resolution is necessary to change its southern terminal one block westward on its existing route.

John D. Crowley

J.D.C.

Attach.

Public Utilities Commission
City and County of San Francisco

SAN FRANCISCO MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
SAN FRANCISCO, CALIF. 94115

February 27, 1975

Subject:

Mr. John D. Crowley
General Manager of Public Utilities
287 City Hall
San Francisco, CA 94102

Dear Mr. Crowley:

Muni has several lines operating in the vicinity of the S.P. Depot. The Southern Pacific Transportation Company will soon start using its new passenger terminal at Townsend and Fourth Streets.

In order to be able to continue good service to our patrons who also use the trains, it is necessary to adjust the routes of the following lines:

15 Third
19 Polk - SP Depot trips only
27 Noe
32 Embarcadero
40 Commuter
42 Evans

The route change for the 19 Polk involves abandonment of the Mission Rock Terminal (Pier 50) loop as well. Traffic checks indicate very light patronage--about one passenger per trip.

Additionally, the southern terminal for the 30 Stockton Line will be moved one block; but this change doesn't affect the route.

The attached maps indicate the necessary changes. I recommend that you submit these proposals to the Commission for their approval.

Sincerely,

CURTIS E. GREEN
General Manager

Attach.

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 15 Third had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 15 Third so that it will be as follows:

Northbound, regular route to Third and Fourth Streets,
thence via Fourth, Townsend to Third, and regular route;

Southbound, regular route to Brennan and Third Streets,
thence via Brannan, Fourth to Third, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, on Third Street from Fourth to Townsend;

Southbound, on Third Street from Brannan to Fourth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

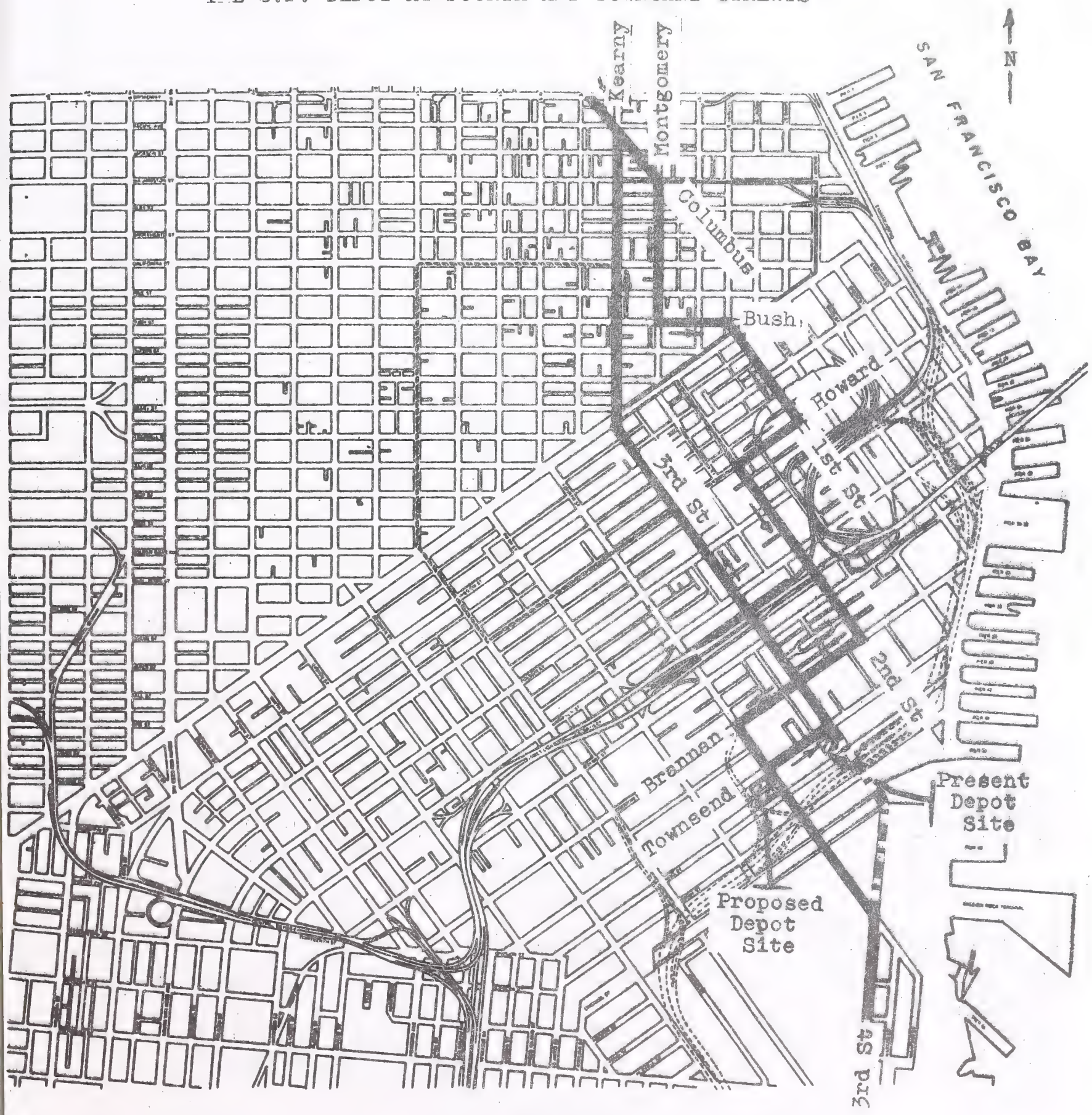
I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

_____
Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

15 - Third

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route

Portion Substituted

August 1, 1973

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 19 Polk (S.P. Depot trips) had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 19 Polk (S.P. Depot trips) so that it will be as follows:

Northbound, from a new terminal on Fourth Street at Townsend, northwest corner, via Townsend, Fifth, Brannan, and regular route;

Southbound, regular route to Brannan and Fourth, thence via Fourth to Townsend.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, from terminal on Townsend at Second Street, via Townsend, Fourth, Brannan to Fifth;

Southbound, from Brannan and Fourth, via Brannan, Second to Townsend;

Mission Rock Loop, from Fourth and Brannan, via Brannan, Third, China Basin, Mission Rock, Third, King, Second to Townsend.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

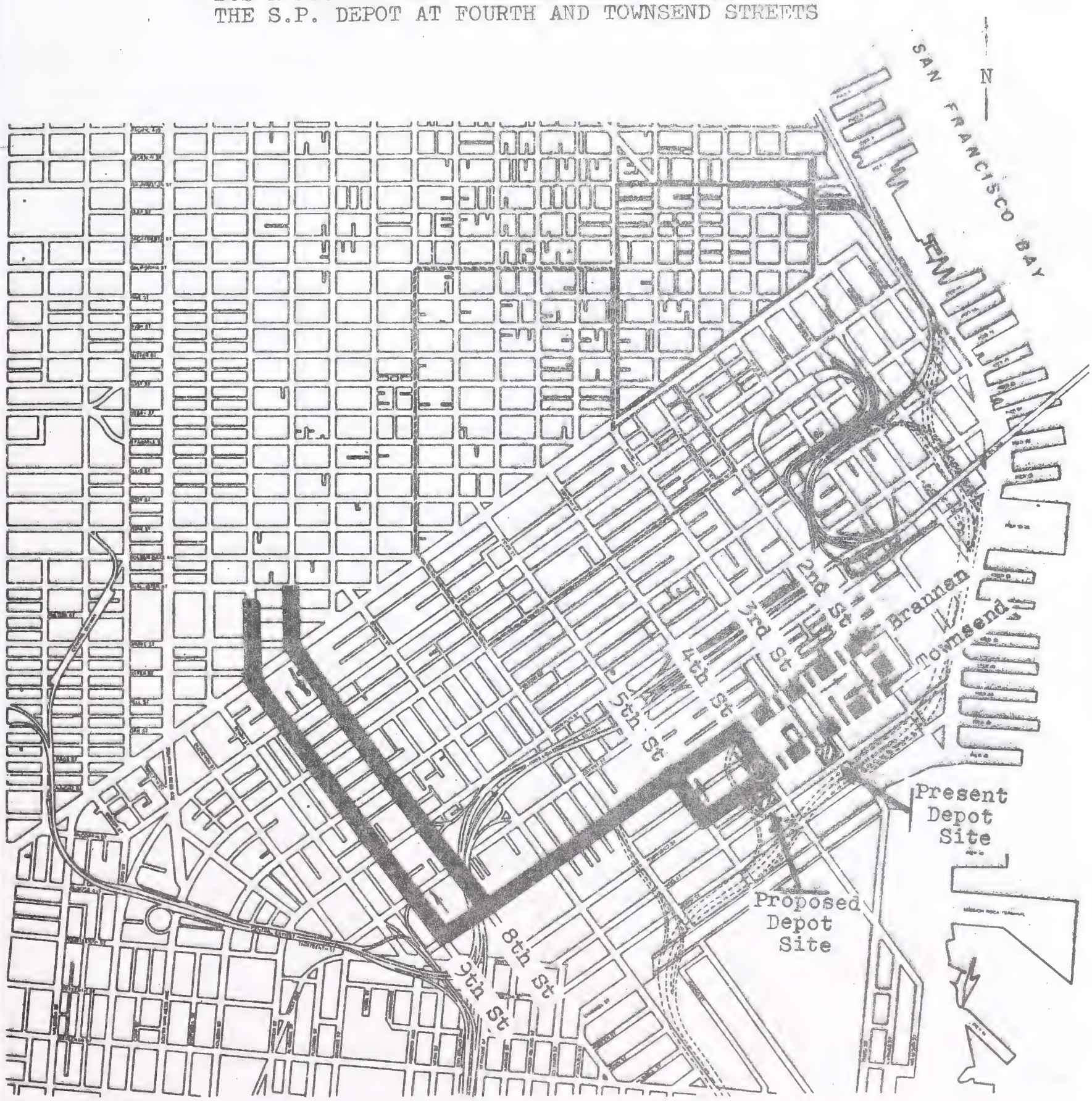
I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

_____
Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

19 - Polk

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route
Portion Substituted

February 11, 1975

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 27 Noe had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 27 Noe so that it will be as follows:

Inbound, regular route to Bryant and Fifth, thence via Fifth, Townsend to Fourth, and regular route;

Outbound, regular route to Townsend and Fourth, thence via Townsend, Fifth to Brannan, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Inbound, from Bryant and Fifth, via Bryant, Fourth to Townsend;

Outbound, from Fourth and Townsend, via Fourth, Brannan to Fifth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

_____

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

27 - Noe

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS

August 1, 1973

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 32 Embarcadero had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 32 Embarcadero so that it will be as follows:

Northbound, from new bus line terminal on Fourth at Townsend, southwest corner, via Fourth, Berry, Third, Townsend to Second, and regular route;

Southbound, regular route to Townsend and Third, thence continue on Townsend to terminal on Fourth Street.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, from Third, via King, Second to Townsend.

Southbound - none.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

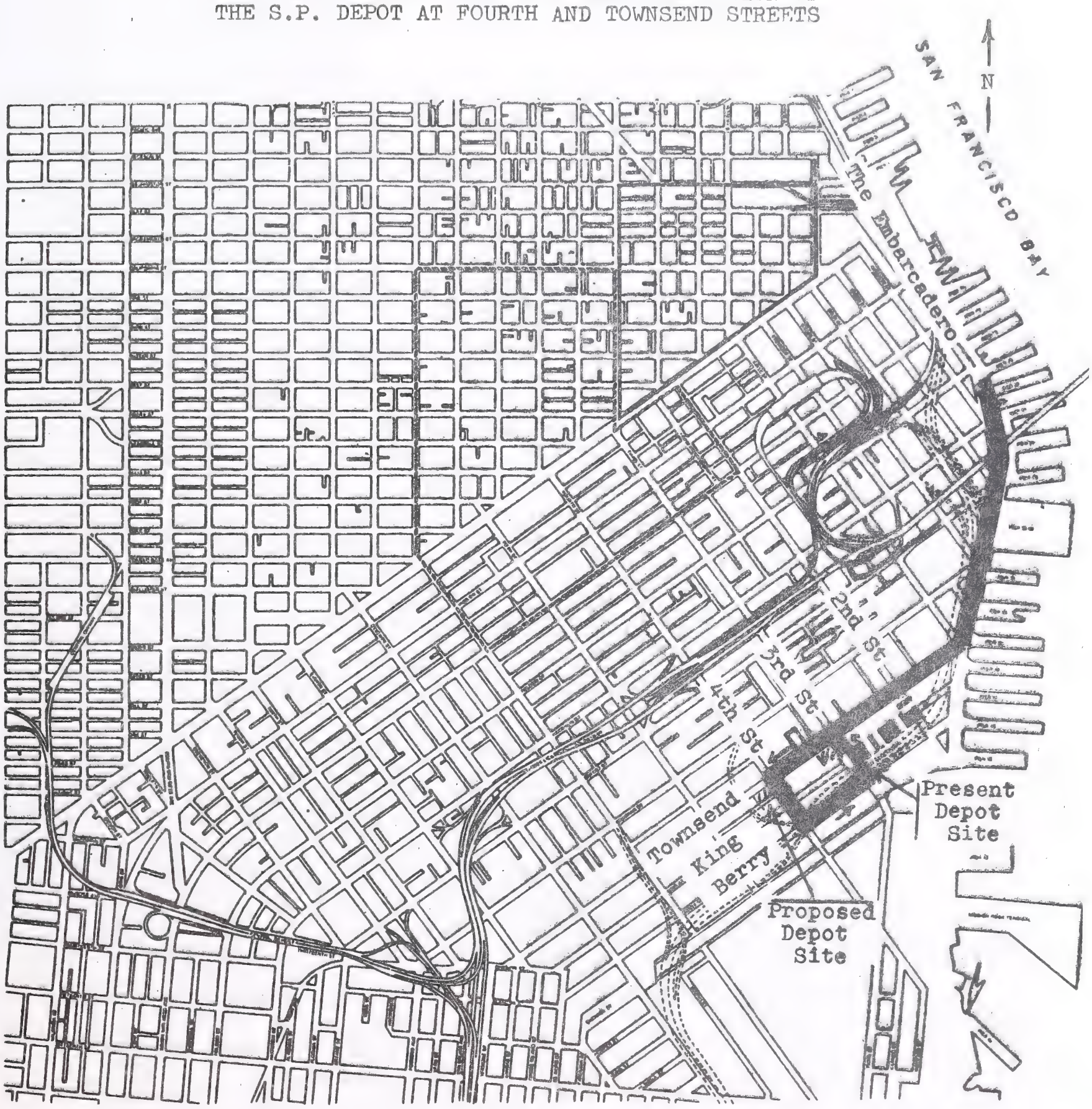
_____

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

32 - Embarcadero

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route

Portion Substituted

February 11, 1975

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 40 Commuter had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 40 Commuter so that it will be as follows:

Northbound, from new bus terminal on Townsend at Fourth Street, southwest corner, via Townsend to Third and regular route;

Southbound, regular route to Howard and Fourth Street, thence via Howard, Fifth, Townsend to terminal.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound - none

Southbound, Fourth Street from Howard to Townsend (express route - no stops to be abandoned).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

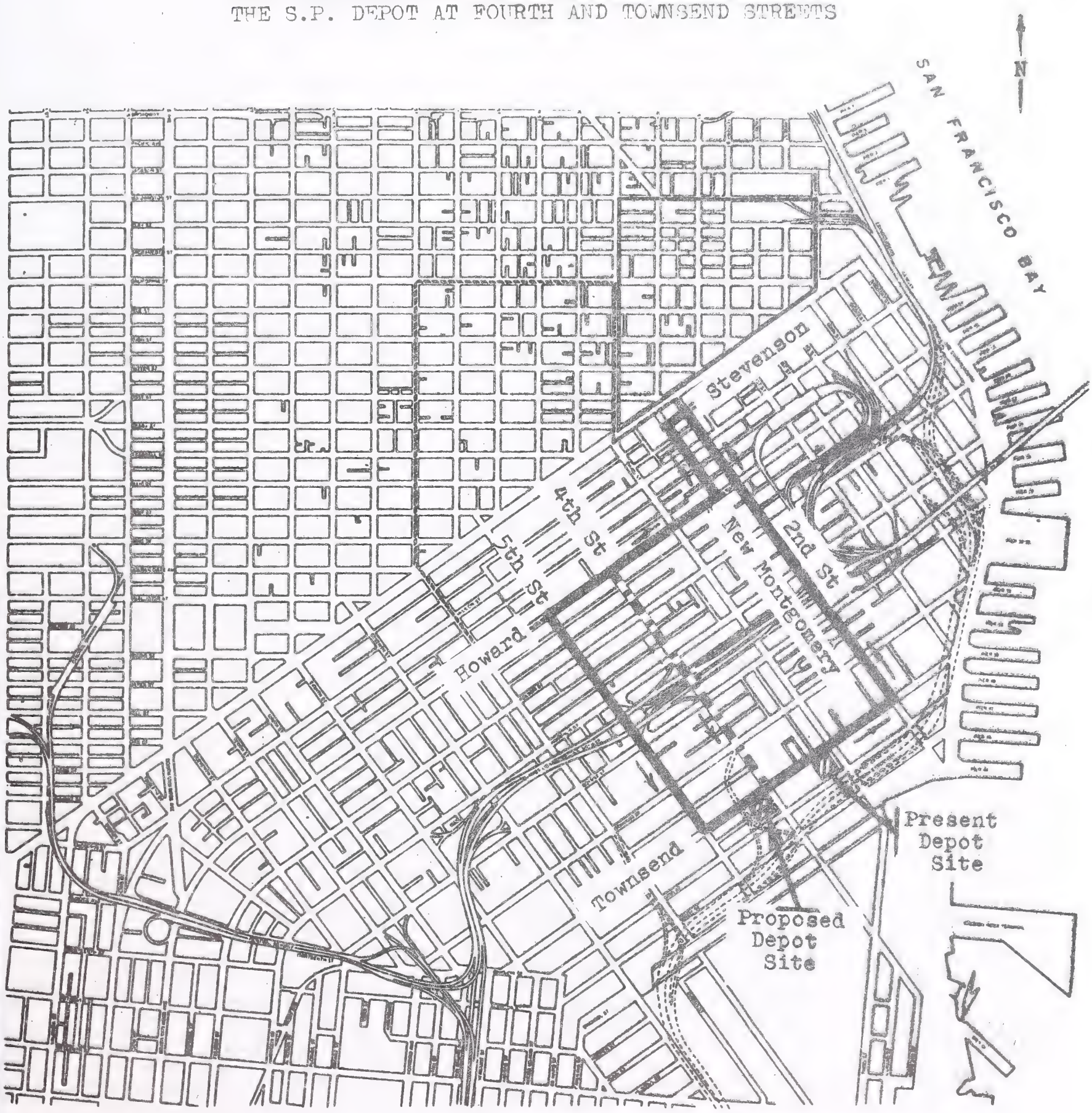
_____

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

40 - Commuter

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS



Proposed Route
Portion Substituted

August 1, 1973

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. _____

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 42 Evans had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 42 Evans so that it will be as follows:

Northbound, regular route to Third and Fourth Streets, thence via Fourth, Townsend to Third, and regular route;

Southbound, regular route to Brannan and Third Streets, thence via Brannan, Fourth to Third, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, on Third Street from Fourth to Townsend;

Southbound, on Third Street from Brannan to Fourth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

_____

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY

Schedule and Traffic Department

42 - Evans

BUS REROUTING FOR THE PROPOSED RELOCATION OF
THE S.P. DEPOT AT FOURTH AND TOWNSEND STREETS

Proposed Route

Portion Substituted

February 24, 1975

3/11

SAN FRANCISCO MUNICIPAL RAILWAY

QUARTERLY REPORT

OCTOBER-NOVEMBER-DECEMBER 1974

CURTIS E. GREEN

GENERAL MANAGER

SENIOR CITIZENS FARES

On October 1, 1974, senior citizens started using a monthly pass, for which they paid $2.50 each. The Senior Fast Pass price is related to their 5¢ single cash fare. On the same date the hours restrictions on the use of the senior citizens fare were eliminated; and they no longer have to pay the additional fares applicable to express and Candlestick Park services.

All of the above provisions are in a trial program and will probably become permanent elements of the Muni fare structure on April 1, 1975. The Public Utilities Commission and the Board of Supervisors must both approve permanent adoption of these fare structure revisions.

TRANSFERS

On November 3, 1974, Muni started another new service for its patrons. The transfer rules were greatly revised. Patrons may now reboard the same line to continue a one way direction after a short time off for a visit to a shop or other errand. Patrons may also board intersecting lines at any regular bus stop, so that the only significance of the term "transfer point" is that it is an intersection where two lines cross. Transfers are still issued free of charge.

There are only two limitations. Patrons are not permitted to transfer to lines that would return them to or near their point of origin. There is a time limit on the use of the transfer: depending on schedule, the operators will cut or punch transfers so that they are valid for at least two hours but not more than two hours and twenty minutes.

TRANSPORTATION

Safe Rider Week

The week of October 28 through November 3, 1974 was designated as "Muni Safe Rider Week." During this period only, operators were requested to drive with their headlights on during the daylight period. Flags were displayed on streetcars, and all Muni vehicles' "Take-One" boxes contained leaflets proclaiming "Muni Safe Rider Week." This campaign was being dedicated to the senior citizens, and particular emphasis was placed on their safety. This was the week we started displaying on the windows over the front side seats the request "Your cooperation is requested in reserving these seats for senior and handicapped persons."

Operators' Competition

As an important event of Safe Rider Week, on October 30, Muni conducted its first Safety Fair at Candlestick Park. Driving competitions were held over a complex course to demonstrate the skill, control, and professionalism of representatives from each of our six divisions. Two contestants were selected from each division. The contestants were judged by teams composed of representatives from the San Francisco Municipal Railway, the San Francisco Unified School District, and Senior Citizens.

The Division winner honors were divided between Presidio Division and Geneva Division, each with 373 points. It is interesting to note that the tie for winning division was between a trolley coach and a streetcar division whose operators do not normally drive GMC coaches.

Most ironic of all, the individual winner was a representative of the Cable Car Division. Operator Billy Cleaver, Cap No. 2276, was high man with 196 total points. His performance was noteworthy for the high degree of skill he displayed. Second place winner was Ray Bianchi, Cap No. 1306, of Geneva Division with 194 points. Third place was a tie between Dan Frazier, Cap No. 1582, of Ocean Division, and Thomas L. Brown, Cap No. 2257, of Kirkland Division, with 187 points.

The first Bus Fair of the Municipal Railway was a huge success, and the competitive spirit and talent displayed by the contestants was of a high order. Scores were close, and the issue was in doubt right up to the last moment. The program was designed to be difficult, and the competing operators each displayed superior talent.

Manpower

The Transportation Department's manpower has dramatically improved in the last year as follows:

	Dec. 1973	Dec. 1974
Total Manpower	1846	1896
Full runs not in service	220	10
RDO* men used	400	208

*Operators who work at time and a half pay rates on their regular days off.

Transit Inspectors

Inspectors issued 5223 citations for illegally parked automobiles in coach zones. Also, there were 3,362 violations written by inspectors against operators for rule infractions.

When delays occur on lines, it is an inspector's responsibility to order schedule adjustments to help the operators get back on time. For this quarter, inspectors ordered 12,201 switchbacks (meaning that the transit vehicles did not complete full trips as scheduled). If the switchbacks are not ordered, then the transit vehicles would be running late for many hours.

TRAFFIC AND SCHEDULES

General Sign-up

The general sign-up is conducted by the Traffic and Schedules Department. Following is a summary of statistics related to it.

Platform Personnel on the Roster	1909
Signed for runs or extra lists	1784
Personnel passed (1)	125
Divisional changes (2)	242

(1) These are operators who are not permitted to work for some reason, such as industrial injury.

(2) These are operators who elected to work a line in a different division.

At least once annually (usually in December), operators participate in a general sign-up. In order of seniority, each operator selects either the extra list assignment or a particular run (a day's work assignment) in the operating division of his choice. At other times during the year, "barn" sign-ups occur, during which operators may change runs within the operating division.

M Ocean View Line

On January 20, streetcars again began running on this line. During the Twin Peaks Tunnel track rerailing project, the M Line had been used for storage and work purposes. The line had been cleared earlier, but streetcar service awaited the effective date of the general sign-up because of the operators' work opportunities being changed from bus driving to streetcar operating.

Following are the changes in equipment and manpower requirements effective weekdays January 20, 1975 with the return of "M" line to streetcar operation and replacement of 4 "N" line streetcars with 6 motor coaches during A.M. peak period.

	EQUIPMENT	AM	BASE	PM
Streetcars	Present	105	68	99
	Proposed	104	72	103
		- 1	+ 4	+ 4
Motor Coaches	Present	249	147	240
(Ocean Division)	Proposed	247	141	232
		- 2	- 6	- 8

MANPOWER

Streetcars	Plus 8
Motor Coaches	Minus 10
TOTAL OPERATORS	MINUS 2

Election Day

Schedules were prepared to allow operators time off to vote in compliance with State Law.

236 out of 637 eligible operators or 37% requested time off to vote. In order to accomplish this, 394 runs were affected. These figures represent only those operators assigned to regular runs and blocks who submitted requests to Schedule Department. It does not include those handled by divisions.

CLAIMS

Claims Filed - Fiscal Year to Date Comparison

	1974-75		1973-74	
Jul.,Aug.,Sept.,	762	$13,948,541	719	$10,045,607
Oct.,Nov.,Dec.	635	17,568,773	743	13,170,948
Jul. thru Dec.	1397	31,517,314	1462	23,216,555

There were 65 fewer claims filed to date, but an increase of $8,300,759 in amount.

Claims Settlements

Budgeted: (1974-75).			$2,800,000.00
Settled 1st Quarter	462	$ 890,905	
Settled 2nd Quarter	436	869,153	
	898	$1,760,058	1,760,058.00
Balance.			$1,039,942.00
Budgeted: (1973-74).			$2,800,000.00
Settled 1st Quarter	445	$ 751,015	
Settled 2nd Quarter	421	765,065	
	866	$1,516,080	1,516,080.00
Balance.			$1,283,920.00

The above reflects claims settlements which are $243,978 higher than settlements for the same period last fiscal year.

ENGINEERING

Formal contracts now in process are tabulated below.

703 - Presidio Building - Money Room - Closed Circuit Television. Plans and specifications were completed and ready for Commission review and approval since January, 1974. This work is being h eld in abeyance by the Accounting Department.

704 - Presidio Bus Yard - New Trolley Bus Washer. Proceeding under contract.

705 - Washington-Mason Cable Carbarn - Design, Furnish, and Deliver Sheaves. Drawings and calculations furnished by the Contractor are being reviewed.

707 - Plastic Seats for Motor Coaches. This proposed work is for replacing upholstered seats with molded plastic seats in the rear of 360 GMC motor coaches. The estimated cost is $300,000. Plans and specifications were completed and transmitted to the Purchasing Department. Only one company bid for this contract on November 8, 1974. The bid result is still being studied.

708 - Potrero Bus Yard - New Trolley Bus Washer. Proceeding under contract.

709 - Presidio Building - Repairs to Heating and Ventilating Systems. Contract specifications were prepared. This project is being held in abeyance by the Accounting Department due to insufficient funds.

710 - Presidio Building - Garage Ceiling - Repair to Concrete Slabs Around Skylights. This proposed work is to prevent accidents caused by falling of loosened or decayed concrete from garage ceiling. Bid result is being studied.

711 - Washington-Mason Cable Carbarn and Geneva Carhouse - Install Fire Extinguishers. The contract package is prepared and ready to present at the next P.U.C. meeting for approval.

712 - Washington-Mason Cable Carbarn - Cable Rewinder. This work is to replace the existing rewinder. Contract specifications are being prepared.

Informal Contracts.

New lighting fixtures were installed over the Presidio Division yard. In addition to providing more light at reduced energy consumption, they should improve safety and reduce vandalism.

Sliding Gate at Presidio Yard. For security purposes, this gate has been installed at the exit on Presidio Avenue at Euclid.

Replace Light Fixtures at Ceiling of Washington-Mason Cable Carbarn. Contract specifications are being prepared.

Miscellaneous engineering work.

Protect existing Muni facilities from BART, Hetch Hetchy, and Department of Public Works construction.

Inspect BART's installation of streetcar tracks in vicinity of intersection of Castro and Market Streets.

Investigated condition of, or the need for, cable car's magnetic switches at certain street intersections.

Coordinate cable car's magnetic switches with new signal system at intersection of California and Powell Streets.

Prepared plans and specification to replace turntable at cable carbarn.

Prepared plans and work order to replace light fixtures at Kirkland Yard.

Investigated and requested BART to replace worn timber decking along Market Street near the Embarcadero.

Prepared annual property valuation.

WAYS AND STRUCTURES

Cable Car System Maintenance

During October, in a cooperative effort DPW cleaned and flushed all their catch basins adjacent to all cable car curves. During the month we had three days of rain but no time was lost by the work crews; nor was it necessary to pump out any of the cable car drains or pits because of our previous preventive maintenance work.

Streetcar System Maintenance

We received a shipment of 100 streetcar wheels from Japan which we moved from the Oakland pier to the Elkton Shop.

Certain improvements were made at the Forest Hills station in the form of plastering, cleanup, and plugging of raingutter leaks.

Miscellaneous Tasks

Normal maintenance was performed consisting of track repair, cleanup and miscellaneous hauling, hauling steel scrap, bundling scrap cable, channel cleaning, replacing and lubricating pullies and depression beams, inspecting lines and yards, and various minor functions. November was an especially good month for track repair involving 29 crew-days and no time loss because of inclement weather.

EQUIPMENT

Cable Car System

The Hyde cable #109 was replaced on November 14 after 52 days of service.

California cable #100 was replaced on December 5 after 186 days of service.

TRANSIT IMPROVEMENT PROGRAM

Now that this report is being prepared on a quarterly basis, most or all T.I.P. projects will be set forth in the ongoing report titled "Transit Improvement Program Quarterly Progress Report to Urban Mass Transportation Administration." This latter named report is attached.

PERSONNEL AND SAFETY

Operational Accidents *

Period	1974	1973	Incr. (Decr.) No.	%
Jul.,Aug.,Sept.	1311	1371	(60)	(4.38)
October	428	453	(25)	(5.52)
November	411	447	(36)	(8.05)
December	409	444	(35)	(7.88)
Oct.,Nov.,Dec.	1248	1344	(96)	(7.14)
Jul.-Dec.	2559	2715	(156)	(5.75)

* Last fiscal year's monthly reports included non-operational occurrences in the total accident statistics. Their inclusion was somewhat misleading because they happen without action on the part of the operator, e.g., heart attacks and broken windows not caused by vehicle collision. Therefore, the figures in the 1973 column are not the same as reported in last fiscal year's monthly reports.

Best Safety Performance

Month	(1) Number of Accidents Division	Rate	(2) Most Improvement Division	% Decrease
October	Ocean	10.13	Potrero	26.50
November	Ocean	9.63	Washington-Mason	28.44
December	Ocean	11.80	Presidio	37.54

PERSONNEL AND SAFETY (Cont'd)

(1) The entry here is for the Transportation Operating Division with the lowest number of traffic accidents per 100,000 miles.

(2) The entry here is for the Transportation Operating Division that shows the most improvement in relation to its own previous three-year experience average.

Complete accident statistics are presented in a separate monthly report that is submitted by the P.U.C. Director of Personnel and Safety.

ACCOUNTING AND FINANCE

Revenue Passengers

	1974			1973	
	Fast Passes Sold *	Fast Pass Passengers	Total Passengers	Total Passengers	Incr. or (Decr.) Difference
October	36,216	1,774,584	10,399,851	10,573,715	(173,864)
November	39,753	1,947,897	9,586,345	9,369,370	216,975
December	37,758	1,850,142	10,082,798	9,310,956	771,842
Totals	113,727	5,572,623	30,068,994	29,254.041	814,953
Wtd.Avg.	37,889	1,856,559	11,884,303	9,755,499	272,245

* Senior fast passes included in these figures are: October, 2,396; November, 3,815; December, 4,167.

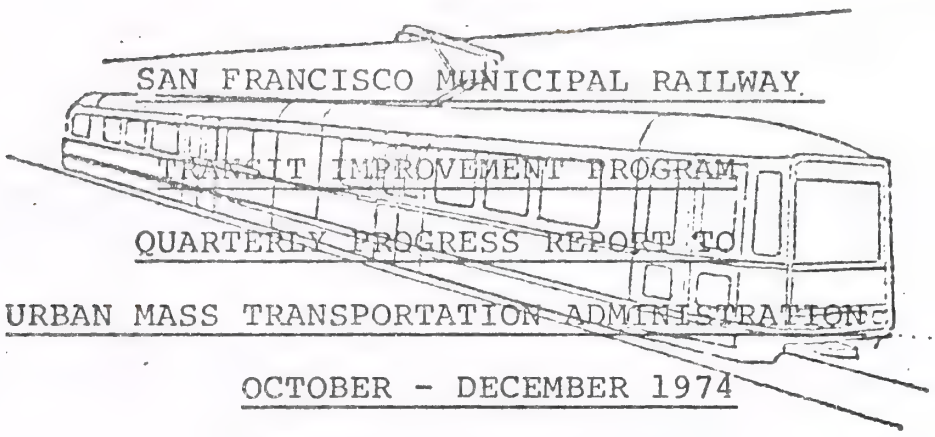
The above figures are abstracted from Accounting Statement No. 13. They represent one-way trips. Not included are the number of passengers boarding with a transfer or those boarding with a Fast Pass who are also continuing a one-way trip. The data are estimates because the current fare structure and the absence of electric eye counters on the vehicles make actual counts impossible.

Fast Pass passengers are included in the figures for total passengers. The number shown is the product of multiplying the number of Fast Passes sold for the month by a factor of 49. For statistical purposes, it is assumed that, as an average, each Fast Pass holder makes 49 one-way trips per month.

Passenger Revenue

	1974	1973	Difference
October	$ 2,247,466	$2,273,438	$(25,972)
November	1,971,915	2,015,750	(43,835)
December	2,088,577	1,993,318	95,259
Totals	$ 6,307,958	$6,282,506	$ 25,452
Wtd.Avg.	$ 2,104,074	2,095,021	9,053

The above figures are based on Accounting Statement No. 29; and they are the sum of first subtotal plus school tickets and charter coaches.



SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

QUARTERLY PROGRESS REPORT TO

URBAN MASS TRANSPORTATION ADMINISTRATION

OCTOBER - DECEMBER 1974

PROJECT NO. CA-03-0043

GENERAL

This report describes the progress of the San Francisco Municipal Railways Transit Improvement Program during the fourth quarter of the calendar year 1974.

RERAILING

Junipero Serra Boulevard K-Line Track Reconstruction and Landscaping (Contract No. MR-595R)

When this project was bid in July 1974, the sole bid received was rejected as being too high. The contract was revised so that only certain items from the original contract were retained in the revised contract.

Homer J. Olsen, Inc. and Railco Inc., A Joint Venture, the low bidder for this revised contract, as reported in the third Quarterly Report, was awarded the contract and given the notice to proceed on October 31, 1974. The first day of the contract was established as November 4, 1974, and the Contractor has 120 calendar days to complete the construction. Pre-construction meeting between the Contractor and the TIP Construction Engineer was held on November 12, 1974. All preliminary preparations and pre-construction work have begun.

Rerailing Sunset Tunnel (Contract No. MR-605)

On November 18, 1974, TIP Control Group received bids for this contract. Three bids were received and the low bid was submitted by the firm of Homer J. Olsen, Inc. and Railco Inc., A Joint Venture, in the total net amount of $972,815. Award of contract to the low bidder was made by the City's Public Utilities Commission on November 26, 1974, and approved by the City's Controller on December 26, 1974. "Notice to Proceed" will be given to the Contractor in January 1975.

Rerailing N-Line on Judah Street (Department of Public Works Contract No. 23,506)

Rerailing of the N-line on Judah Street between 9th and 19th Avenues is progressing according to plans. The Contractor for the project continued track reconstruction and placing ballast. (See photos at end of this report)

Rerailing Twin Peaks Tunnel (Contract No. MR-601R)

Track work construction for this project is completed with only minor remedial work to be completed before final payment is made.

Purchase of Timber Ties for Rerailing (Contract No. MR-602)

On October 23, 1974, the final 1932 ties of the toal contract amount of 57,000 ties were delivered by the supplier, McCormick and Baxter Company. These timber ties will be used in all future Muni rerailing projects. This procedure of purchasing large quantity of ties ahead of time not only will result in substantial savings but will also eliminate material procurement delays on future rerailing contracts.

CENTRAL SHOPS AND MOTOR COACH STORAGE AND MAINTENANCE FACILITIES

Phase I (Contract No. MR-606)

The Contractor, Dan Caputo Company, for the Phase I construction of this project under Contract No. MR-606 has completed placing the sub-base and base material for the bus parking lot and the construction of the retaining walls; completed foundation work and erection of structural steel for the service building and bus washing facilities; completed installation of fuel tanks; and continued backfilling at retaining walls, pump room and fuel tanks. (See photos at end of this report)

Phase II (Contract No. MR-617)

Plans and specifications for the Phase II construction have been submitted to and approved by the City's Public Utilities Commission, subject to concurrence by UMTA. The contract has been advertised for bid call. Bid opening date is scheduled for January 28, 1975.

The work to be performed under this contract consists of the construction of a motor coach maintenance central shop for the entire Muni fleet, a cable car body building and carpentry shop and a permanent operations building.

Both Phase I and Phase II of this project are located on the same site, the former Tubbs Cordage site in the vicinity of 22nd and Indiana Streets in San Francisco, California. The new facility has been designated the John M. Woods Motor Coach Center to honor the former Muni General Manager who was instrumental in the development of the improvement programs for the Muni.

TRANSIT CAR STORAGE AND MAINTENANCE FACILITIES AND TERMINAL

New Muni Metro Center (Contract No. MR-609)

Plans and specifications for the construction of the New Muni Metro Center have been submitted to and approved by the City's Public Utilities Commission, subject to concurrence by the Urban Mass Transportation Administration. The contract will be advertised for bid call in early February, 1975.

The work to be performed under this contract consists of a maintenance shop which will provide all necessary maintenance for the new light rail vehicles (LRVs), a storage yard for those vehicles and the necessary auxiliary track vehicles, a passenger terminal for the Muni's "K" and "M" lines, adjacent to BART's Balboa Park Station, together with appurtenances, landscaping and related work.

TWIN PEAKS TUNNEL VENTILATION PLENUM CLEANING

To enable the firm of the DeLeuw, Cather and Company to visually inspect the ventilation plenum of Twin Peaks Tunnel to determine the required structural repairs to the tunnel, the services of a janitorial firm to clean the accumulated dust and grime from said plenum was procured. The low bidder for the work, Asian Janitorial Service, completed the dust cleaning work on October 2, 1974.

SUBWAY SIGNAL SYSTEM

The Contractor, Wismer and Becker, continued to submit drawings for approval relative to the design of subway signal system. Installation of the signal system in the Market Street subway is proceeding.

CABLE CAR BOARDING AND FARE COLLECTION FACILITIES AT VICTORIAN PARK (Contract No. MR-611)

Construction of this project is progressing according to plans. The Contractor has completed the shelter structure, the hydraulic equipment for the automatic gates, and the fencing

enclosing the cable car boarding and fare collection area. The Municipal Railway has commenced to use the building for public boarding. (See photos at end of this report)

COMMUNITY INVOLVEMENT

Intensive series of community meetings were held during this quarter on final design details of second phase of the "N" streetcar line, Judah Street right-of-way project, 19th Avenue to Ocean Beach. Formal public hearing will be held in the first quarter of 1975.

Similar discussions have been initiated with respect to similar right-of-way treatment for Church Street, on which the "J" line operates. Additional meetings are contemplated in the early months of 1975.

PROFESSIONAL SERVICES CONTRACTS

Twin Peaks Tunnel Structural Repairs

The firm of DeLeuw, Cather and Company, providing the professional services for the design of the required Twin Peaks Tunnel repair work has been working closely with the TIP Control Group. The Consultant has completed 90% of his initial study. The TIP Control Group is presently evaluating the Consultant's preliminary report.

Powell/Mason No. 59 Cable Car Line Extension to Fisherman's Wharf

The firm of Garretson, Elmendorf, Zinov, Reibin (GEZR) was selected in September, 1974, to furnish the professional services for plans and specifications for extension of No. 59 cable car line from Bay Street to Jefferson Street, a distance of three blocks. Execution of the agreement is pending approval of the cable car terminal location by the City's Port Commission since the site is on property under its jurisdiction.

Design of Cable Car Rolling Stock

The Consultant, Thomas T. Lunde, Inc., providing professional services for the design of cable cars continued submitting design drawings for TIP review.

Communication System Package (COMPAK)

A contract for professional services for the planning, designing, testing and preparation of drawings for communication facilities for the Municipal Railway, has been approved by the City's Public Utilities Commission. Request for approval

has been forwarded to UMTA. Contract execution will be processed after UMTA approval.

MISCELLANEOUS

No significant delays or difficulties were encountered.

There were no relocation activities during this quarter.

Construction activity is shown on the attached construction progress report.

FINANCIAL POSITION

Attached as Exhibit A is our Statement of Financial Position for the quarter ending December 31, 1974.

ANTICIPATED ACTIVITIES

Preparation of plans and specifications for rerailing segments of the "J" and "L" streetcar lines will continue.

Preparation of plans and specifications for rerailing the "K" line on Ocean Avenue between Phelan Avenue and the overpass over Interstate Freeway 280 will be completed.

Preparation of specifications for purchase orders for special track work to be installed on various streetcar lines and the Muni Metro Center was completed and bid call will be scheduled for early February,1975, subject to UMTA concurrence.

TIP Control Group will continue to review the cable car rolling stock submitted by the consulting firm of Thomas T. Lunde, Inc.

Planning of Hallidie Plaza cable car boarding facilities at Powell and Market Streets will continue.

Bids will be received for Contract No. MR-617, Central Shops and Motor Coach Storage and Maintenance Facilities, Phase II construction in January, 1975.

Bids will be received for Contract No. MR-609, New Muni Metro Center in early February, 1975.

After UMTA approval of the Forest Hill Station funding, a request for proposal for architectural and engineering services for designing of the project will be prepared.

SAN FRANCISCO MUNICIPAL RAILWAY

TRANSIT IMPROVEMENT PROGRAM

CA-03-0043

Construction Progress Report
For
October - December, 1974

CONTRACT MR-595R, JUNIPERO SERRA BOULEVARD - TRACK RECONSTRUCTION

Contract Amount:	$619,530
Percent Completed This Quarter:	12%
Percent Completed to Date:	12%
Percent Time Elapsed:	44%

This quarter Contractor performed the following work: Excavated track trench, placed sub-ballast and installed and welded rails for approximately 400 feet near Ocean Avenue and installed electrical duct.

CONTRACT MR-601R, TWIN PEAKS TUNNEL TRACK RECONSTRUCTION

Contract Amount:	$1,374,058
Percent Completed This Quarter	3%
Percent Completed To Date:	100%
Percent Time Elapsed:	100%

All work completed.

CONTRACT MR-606, MOTOR COACH STORAGE AND MAINTENANCE FACILITIES STAGE I

Contract Amount:	$2,529,500
Percent Completed This Quarter:	29%
Percent Completed To Date:	64%
Percent Time Elapsed:	89%

This quarter the Contractor completed sub-grade; placed sub-base and base material for bus parking lot; continued construction of retaining walls; completed foundations and erection of structural steel for service building and car-wash facilities; and continued backfilling at retaining walls, pump room and fuel tanks.

CONTRACT MR-611, VICTORIAN PARK CABLE CAR BOARDING FACILITIES

Contract Amount:	$136,000
Percent Completed This Quarter:	21%
Percent Completed to Date:	78%
Percent Time Elapsed:	100%

This quarter the Contractor completed installation of fencing, erection of building asphalt paving, painting of building and installation of hydraulic equipment and continued electrical and finish work. Municipal Railway began using building area for public boarding on November 7, 1974.

JUDAH STREET, 4TH AVE. TO 20TH AVE. STREET IMPROVEMENTS AND TRACK RECONSTRUCTION

San Francisco Department of Public Works Contract No. 23,506

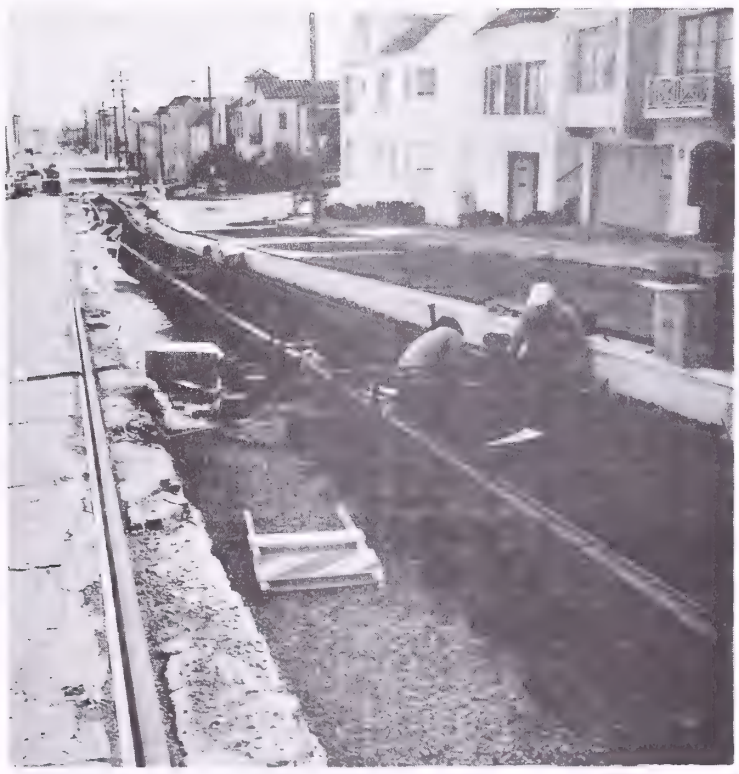
TIP Share of Contract Amount:	$962,153 (To be adjusted)
Percent Completed This Quarter:	35%
Percent Completed to Date:	44%
Percent Time Elapsed:	72%

This quarter the Contractor completed all track reconstruction, placement of concrete curb and exposed aggregate concrete between 15th and 19th Avenues.

PHOTOGRAPHS

JUDAH STREET RERAILING

Installing Timber Ties and Rails - View I



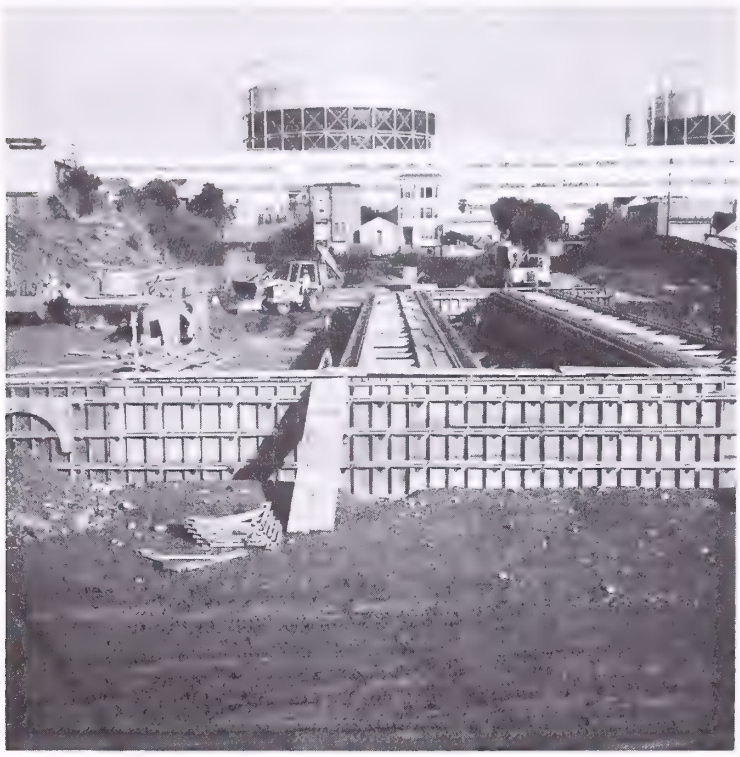
Installing Timber Ties and Rails - View II

JUDAH STREET RERAILING

Completed Raised Right-of-Way - View I

Completed Raised Right-of-Way - View II

MOTOR COACH MAINTENANCE AND STORAGE FACILITIES



Construction of Service Pits

Parking Area Showing Completed
Retaining Wall in Background

MOTOR COACH MAINTENANCE AND STORAGE FACILITIES

Underground Tanks in Place - View I

Underground Tanks in Place - View II

VICTORIAN PARK
CABLE CAR BOARDING FACILITY

General View of Completed Shelter

Installation of Shelter Roof and Wall Panels

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: March 11, 1975

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

Because of increasing inflation in construction costs, electrical equipment and materials, and increased requirements evolving from detailed design, it has become necessary to request additional financing for the Power Improvement Program. An application for grant amendment in the amount of $28 million (80% Federal, 20% City) has been approved by the Public Utilities Commission after a public hearing on January 28, 1975 and was approved by the Board of Supervisors on February 18, 1975. The application has been submitted to Urban Mass Transportation Administration for approval. With this increase in funding, the total cost of the Power Improvement Program will be $58 million.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on Mar. 1, 1975	Per Cent of Capacity	Storage in Acre Feet on Mar. 1, 1974	Per Cent of Capacity
Hetch Hetchy	360,400	76,116	21	170,116	47
Lake Lloyd	268,800	89,804	33	129,668	48
Lake Eleanor	27,100	2,256	8	2,062	8
	656,300	168,176	26	301,846	46

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department remained constant at approximately 160 mgd for the last month.

Power Production

During the month of February, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 41.870, 73.637 and 47.731 million kilowatthours respectively for a total of 163.238 million kilowatthours, having a value in excess of $1,143,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Plans and specifications have been approved by the Division of Safety of Dams.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are being prepared. Cooperative pole painting contracts with PG&E are under study.

HH-497 Church Street From 22nd to 30th Street-Underground Duct System. Design work and plan preparation is in progress.

HH-503 Taraval Street, 20th to 46th Avenue-Underground Duct System. Design work and plan preparation is in progress.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and design criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Final contract plans and specifications are being prepared for bid advertisement.

HH-519 19th Ave., Randolph and Broad Streets. Advertised for bids. Bid opening on March 13, 1975.

HH-520 Painting Street Trolley Poles, Haight St. Stanyan St. to Central Ave. Bids opened on February 27, 1975. Low bidder was J. W. Sorensen, Inc.

HH-523 Judah St., 20th to 40th Ave.-Underground Duct System. Design work and plan preparation is in progress.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continued work on contract plans and specifications. The 95% completion review level contract documents for contract HH-521 - Market Street Subway Electrification, Embarcadero to Duboce were submitted by the consultant on February 13, 1975 and are being reviewed. A decision was made to combine the Twin Peaks Tunnel electrification with TIP's project for repairs to the tunnel. The contract will be entitled "Contract MR-622-Twin Peaks Tunnel Electrification, Structural Repairs and Improvements." The 95% completion review level contract documents for the electrification portion are scheduled to be submitted by PBGH on March 7, 1975.

Technical specifications and bid documents for the purchase of insulated copper feeder cable were approved by UMTA on February 13, 1975. The contract was advertised by the City Purchaser on February 21, 1975. Bids are scheduled to be received on March 24, 1975.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. Plans and specifications at the 85% completion level for the Fillmore and Judah Substation

buildings were reviewed and returned with comments to the consultant. Amendment No. 1 to the existing professional services agreement was executed by the consultant and is being processed through the City Attorney and Controller for certification. The amendment includes consultant's review of substation equipment submittals, changes in design of Laguna Honda Substation, and addition of sanitary facilities in certain substations.

Negotiations for the Randolph Substation site, an easement being granted to the City by PG&E are progressing. A work order is being prepared for relocation of PG&E installations within the easement area.

Following directions by the Supervisors Finance Committee to find a site for the Taraval Substation other than the one proposed near 32nd Avenue, two vacant lots farther west are being considered. One is between 40th and 41st Avenue, the other between 41st and 42nd Avenue. An Environmental Impact statement was prepared for forwarding to UMTA along with a request for approval to proceed with appraisals. Neighborhood associations have been informed of the proposed change. No adverse comments have been received. Complete information will be presented to all associations concerned at the earliest opportunity.

The tenant occupying the easterly portion of the City-owned Bryant Substation property has been notified that their revocable permit will be terminated 45 days prior to start of construction of the new substation.

The City's Relocation Assistance office is currently working with the occupant of the Judah Substation site to vacate the property within 90 days after Recordation of Deed and transfer of the Title to the City.

Control and Communications Project

The consultant, Systems Control, Inc., began gathering data to establish design criteria for the preliminary report required under the contract. On February 13, 1975, a

meeting was held with the consultant, Hetch Hetchy staff, TIP staff, and TIP consultants to discuss plans for joint use of the control room at West Portal Station.

Feeder Undergrounding

Plans and specifications for Contract HH-519, 19th Avenue, Randolph and Broad Streets, Underground Duct System, transmitted to UMTA for approval on January 17, 1975 were approved by UMTA on February 4, 1975. Contract was advertised on February 18, 1975. Bids scheduled to be received on March 13, 1975.

Work continued on the plans for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section.)

Overhead Modifications

Plans, specifications and cost estimate for overhead work to be included in Contract MR-610, "L" Line Rerailing, were completed and were delivered to TIP on February 20, 1975.

Work continued on the preparation of plans and specifications for Contract HH-517 for trolley pole replacement, overhead trolley wire reconstruction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will follow the track reconstruction, Contract MR-595R, and will include street lighting work.

Work continued on the preparation of plans and specifications for trolley overhead work to be included in Contract MR-621 for additional storage tracks - Upper San Jose Avenue Yard.

Work commenced on the preparation of plans and specifications for trolley overhead work and underground duct lines to be included in Contract MR-620, Track Reconstruction and Underground Duct Line, Ocean Avenue to State Feeeway 280.

OTHER TRANSIT POWER ENGINEERING

Work continued on the preparation of plans and specifications for the relocation of overhead facilities on Mission and 4th Streets in implementation of the "Transit First" program.

The cost of this work is included in the application for the PIP grant amendment which was transmitted to UMTA for approval on February 24, 1975.

Work commenced on the preparation of plans and specifications for reconstruction and relocation of overhead facilities to be included in Department of Public Works contract specification No. 23,846, Market Street Reconstruction Contract 5 Steuart Street to Ecker Street.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-480	Moccasin Shops - Paint Room	$ 37,800	1	100	100	All work was completed on 2/7/75, 18 days over the time allowed. The delay was due to material shortage. Acceptance and final payment being prepared.
HH-483	Moccasin & Tesla Portal Bldgs.-Exterior Painting & Roof Preservative	33,190	0	48	60	No work this period - Weather conditions are not conducive to application of Latex paint.
HH-484	O'Shaughnessy Dam - Replace Interior Lighting System	45,000	0	90	100	No work this period. Awaiting delivery of materials.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	8	8	32	Contractor has completed placement of precast manholes and began duct bank construction.
HH-496	Ecker and Stevenson Street Underground Duct System	98,810	7	100	100	All work was completed on 2/11/75. Contractor notifed to submit guarantee bond.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave. Underground Duct System					Contract awarded to Underground Construction Company. Awaiting certification.
HH-499R	Moccasin & Early Intake Re-roof Cottages	30,178	0	0	6	Contractor notifed to proceed on 2/10/75. No work started as of this date.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1975

Contract No.	Title	Contract Amount	% Completed This Month	% completed To Date	% Time Elapsed	Remarks
HH-501	Moccasin Buildings Repair - Weatherproof	$ 14,366	58	85	97	The contractor continues to place John-Manville Asbestos shingles as required under contract.
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System	196,148	0	0	8	Contractor notifed to proceed on 2/17/75. Pre-Construction conference was held on 2/18/75. Contractor is planning to start work in mid-March.
HH-509	Paint Steel Towers Moccasin-Newark Transmission Lines	56,890	55	75	36	The contractor continues to clean, prime and paint towers as required.
HH-512	San Joaquin River Valve House-Repair & Piping	7,229				Contract awarded to Vetter Plumbing Co.,Inc. Awaiting certification.
HH-513	Holm Powerhouse Penstock Painting	33,400	0	0	0	Contractor hasn't received a starting date as yet. The color sample submitted by contractor has been approved by U. S. Forest Service.
HH-519	19th Ave.,Randolph and Broad Streets Underground Duct System					Bid opening has been scheduled for 3/17/75.
HH-520	Haight St.-Stanyan St. to Central Ave. Painting Steel Trolley Poles					Bids were opened 2/27/75. J. Wm. Sorensen, Inc. apparent low bidder at $4,248. Five bids received.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
MR-595R	Junipero Serra Blvd. Track Reconstruction	$ 68,640	0	60	95	No work on Hetch Hetchy items this period.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	5	80	98	Continue trolley pole foundation construction. Construction of conduit under 19th Ave. stopped after grouting due to collapse of a 4" duct. Notified contractor to repair at his expense.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

February 1975

Contract No.	Title	% Completed This Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	15	100	Muni facilities completed. Awaiting final inspection.
2	Front to Fifth	5	90	Contractor removed Path-of-Gold poles on Market Street.
3	Eighth to McCoppin	0	61	Routine maintenance of overhead facilities.
5	United Nations Plaza, Phase I			Awaiting Notice to Proceed.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	5	80	Conduit runs complete. Inbound trolley coach relocated to center traffic lane on Market Street.
1S0033	Castro Street Station	14	70	Restored outbound streetcar to Market Street over subway.
1S3051	Embarcadero Mezzanine	5	80	Restored outbound trolley wires to center traffic lane on Market Street. Wood poles relocated near curb.
1S3026	Civic Center Station Entrance No. 3	25	95	Only final cleanup remains.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

February 28, 1975

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 2,758,603.63	64	70	20	Delayed by labor dispute. Work now progressing at normal rate.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,666,351.57 (MODIF.)	4,093,005.19	97	100	85	Landscaping remains to be completed.
WD-1600	Construction of Centralized Data Acquisition and Control System for C.D.D.	322,905.00	244,231.20	96	100	288 c.d.	Punch list clean-up in progress. Contractor has had to replace portions of computer hardware.
WD-1665	Calaveras Dam Repair	1,568,900.00	942,138.00	67	52		
WD-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	50	Wet & cold weather delaying "Monoform" roofing.
WD-1670	Cement Mortar Lining - Howard, So. Van Ness, Sanchez and Other Streets	230,960.00	0	5	25	10	Delayed start by Contractor.
WD-1671	Sunset Reservoir - No. Basin Irrigation System	17,133.00	0	25	25		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

February 28, 1975

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1528	Valve Motorization - Lake Merced Pump Station and Crystal Springs Outlet Towers	February 28, 1975
WD-1647	Excavation and Repaving for Water Service Trenches	February 6, 1975

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

March 25, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-46

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph P. Byrne

The minutes of the regular meeting of the Commission held on March 11, 1975 were approved.

RESOLUTION NO.	
	On motion of Berman, seconded by Diviny, the following resolution was adopted:
75-0104 H	Awarding HH Contract No. 519-- Underground duct system for the 19th Avenue, Randolph and Broad Streets, to be constructed under the Power Improvement Program - Venturini Corpn, San Mateo
	Vote: Ayes-Flynn, Diviny, Berman, Carey
	On motion of Berman, seconded by Diviny, the following resolution was adopted:
75-0105 H	Completion HH Contract No. 496--Ecker and Stevenson Streets underground duct system - Power Improvement Program - $1,588.90 excess modification - $16,077.90 Final Payment - Underground Construction Company, Inc., contractor
	Vote: Ayes-Flynn, Diviny, Berman, Carey
	On motion of Berman, seconded by Diviny, the following resolution was adopted:
75-0106 H	Approving supplemental appropriation in amount $59,000 from existing funds to provide for Hetch Hetchy Project operational necessities during fiscal year 1974-75.
	Vote: Ayes-Flynn, Diviny, Berman, Carey
	On motion of Berman, seconded by Diviny, the following resolution was adopted:
75-0107 H	Declaring emergency for replacement of tower grounding stolen by vandals on City's Intake-Warnerville transmission lines in the section east of Moccasin - $12,000
	Vote: Ayes-Flynn, Diviny, Berman, Carey
	On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0108 H Approving collection of Bureau Light, Heat & Power damage claims, month of February 1975, amount $6,147.46 - and transfer of accounts amount $6,833.84 - Bureau of Delinquent Revenue for collection.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0109 H Fixing Tuesday, April 22, 1975, at 2:30 p.m. as the date for public hearing to be held to consider adoption of rate schedules to be charged by the Public Utilities Commission for furnishing Hetch Hetchy power to private consumers and City's municipal departments.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0110 W Completion WD Contract No. 1602 for 12" ductile iron main in Folsom, Main, Harrison and other streets - $6,171.80 credit modification - Total amount, $110,200.80 - Underground Construction Company

Vote: Ayes-Flynnm, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0111 W Completion WD Contract No. 1643-R for repair of fences at Lombard Reservoir - Total amount $20,346 - William McIntosh and Son

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0112 W Completion of WD Contract No. 1647 for excavation and repaving for water service trenches - credit modification, $1.20 - Bepco, Inc. - $105,583.80

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0113 W Approving cancellation of uncollectible Water Department claims against miscellaneous debtors totaling $11,963.74

Vote: Ayes- Flynn, Diviny, Berman, Carey

On motion of Flynn, seconded by Diviny, the following resolution was adopted as amended:

75-0114 W Awarding WD Contract No. 1648 - excavation and repaving for water service trenches - $83,535.00 The Lowrie Paving Company, Inc., South San Francisco

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0115 W Approving and authorizing acceptance of a Promissory Note from Century 72 and Johnson Associates, a Joint Venture - payment of $4,751.55 assessment levied by the City of Mountain View

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0116 M Approving route adjustment for Line 15 Third to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets.

Vote: Ayes-Flynn, Diviny, Carey
Abstaining: Berman

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0117 M Approving route adjustment for Line 19 Polk to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets - SP Depot trips only

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0118 M Approving route adjustment for Line 27 Noe to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0119 M Approving route adjustment for Line 32 Embarcadero to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0120 M Approving route adjustment for Line 40 Commuter to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0121 M Approving route adjustment for Line 42 Evans to serve Southern Pacific Company's new passenger terminal at Townsend and Fourth Streets.

Vote: Ayes-Flynn, Diviny, Carey
Abstaining: Berman

On motion of Diviny, seconded by Carey, the following resolution was adopted:

75-0122 M Rejecting all bids received for MR Contract No. 712-R for cable rewinder, Washington-Mason Cable Carbarn cable car machinery and authorizing rebid call

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0123 M Approving supplemental appropriation, Municipal Railway, $429.00, for retroactive permanent wage adjustment miscellaneous employees (Class 7358 Patternmaker), fiscal year 1974-75

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0124 M Approving supplemental appropriation, Municipal Railway, $1,055.00, for retroactive permanent wage adjustment miscellaneous employees (Class 7243 Painter), fiscal year 1974-75

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0125 M Approving payment of claims amount $33,246.82 from Municipal Railway revolving fund - Month of February 1975.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0126 M Approving compromises and collections of Municipal Railway damage claims against miscellaneous debtors, miscellaneous debtors, amount $8,178.74 - Month of February 1975.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0127 M Approving travel of three Municipal Railway employees to the AM General Corporation plant in Mishawaka, Indiana, for production inspection of 100 diesel motor coaches.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0128 M Requesting the San Francisco Municipal Railway Improvement Corporation reject the sole bid received for MR Contract No. 607 for purchase of streetcar crossovers and special work for Muni Metro Center and requesting rebid call.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0129 M Requesting the San Francisco Municipal Railway Improvement Corporation reject the sole bid received for MR Contract No. 619

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0130 M Declaring emergency for repair and replacement work on the bearings of one of the cable car motor systems at the Washington-Mason Cable Carbarn - $33,000

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0131 GO

Approving supplemental budgets for fiscal year 1975-76 in total amount $966,079

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0132 GO

Delegating authority to John M. Christensen, Jr., Assistant General Manager-Finance to act as General Manager of Public Utilities in absence of John D. Crowley and Thomas G. Flynn to act in this capacity in absence of both Mr. Crowley and Dr. Christensen.

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0133 W

Declaring emergency for repair of broken 16-inch feeder main at Niagara Street, between Cayuga Street and Alemany Boulevard - $70,000

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0134 W

Declaring emergency for repair of leaks at Sunset Reservoir (South Basin) - $25,000

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0104-MR

Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway - Total amount, $11,200.00

Vote: Ayes-Flynn, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 75-0109-- The Commission set April 22, 1975, at 2:30 p.m. for a public hearing to consider revision of rate schedules to be charged for furnishing Hetch Hetchy electric power to private consumers and City's municipal departments. The last general Hetch Hetchy power rate adjustment was in 1958.

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Resolution No. 75-0114--Award of WD Contract No. 1648 to The Lowrie Paving Company, Inc., for excavation and repaving for water service trenches. On motion of Commission President H. Welton Flynn, seconded by Commissioner Joseph J. Diviny, the resolution was amended, approving the award subject to submission of Affirmative Action Report by the contractor to the General Manager of Public Utilities.

******

Resolutions No. 75-0116 to 75-0121, approving route adjustments of six Municipal Railway lines to serve the new Southern Pacific railroad station being moved from Third and Townsend to Fourth and Townsend Streets next month, and to coincide with the inauguration by the Department of Public Works of one-way street patterns on Fourth and Third streets in this area.

The six lines are 15 Third, 19 Polk, 27 Noe, 32 Embarcadero, 40 Commuter, and 42 Evans.

These items had been put over from the previous meeting for additional information. In connection with the proposal to move the No. 15 and No. 42 buses counter to the one-way flow of traffic for one block on Fourth Street, Commissioner Henry E. Berman inquired as to what alternative plans were considered and what precautions could be taken to minimize potential hazards on that block. The Transport Workers Union also requested additional time in order to study the proposed operation.

Curtis E. Green, Municipal Railway General Manager, stated that Lawrence B. Martin, President of Local 250A TWU, has now studied the proposed changes with members of his staff and says he does not anticipate any problems with the new routes.

Richard J. Evans of the Department of Public Works Traffic Division, explained the steps taken by that department for installing an exclusive bus lane for one block counter-flow north on Fourth in order to serve the depot. The Alternative route studied (calling for a right turn into King Street at Fourth) was discarded as being too difficult and hazardous for the buses to maneuver. He said the area will be well-lighted, the bus lane appropriately marked on the street, with alerting signs along the way, and the area will be policed to familiarize the public with the operation. All precautions will be taken. The hazards to Muni would be minimal or non-existant.

Commissioner Dennis V. Carey asked if there would be any problems with the commercial establishments along this route. Mr. Evans assured him there would be none.

Commissioner Berman asked about the San Francisco Fire Department station on Bluxome Street. Mr. Evans said the Fire Department is aware of the plan and has not disapproved.

After outline of each of the proposed route adjustments by Seth Green of the Municipal Railway schedule department, all six were approved. Because of his concern about potential hazards, Commissioner Berman abstained from voting on the Line 15 Third and Line 42 Evans adjustments which would utilize the counter-flow bus lane on Fourth Street. (Resolutions No. 75-0116 and 75-0121).

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Miss Marguerite Warren of the Sunset Community Improvement Association asked about the bus parking in the S.P. Depot area. Mr. Green assured the Commission there will be sufficient reserved space--all of the buses do not stop in the same zone.

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Municipal Railway Calendar Item #8--approving amendment to agreement with International Engineering Company, increasing the design fee from the original amount of $478,200 to $561,550 for the transit car maintenance facilities and storage facilities and terminal, was carried over to the next meeting.

The Commission requested additional information relative to line items--original and proposed amendments, plus copies of evaluation sheets and correspondence exchanged.

Rino Bei, Project Manager, said the fee increase was required primarily because maintenance information relating to the LRVs was not available at the time the contract was let in early 1973. Now that the information is becoming available, design changes are required in the maintenance and storage facilities.

Commissioner H. Welton Flynn expressed concern over the percentage increase in the contract. He also strongly expressed the desire of the Commission to be informed at the time contracts are approved if there is a probability of future increases. Commissioners Henry E. Berman and Dennis V. Carey also voiced concern over the fee increase and asked for additional data on the increases and the negotiations.

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The Commission approved two supplemental agenda items recommended by the General Manager of Public Utilities covering two Water Department emergency conditions:

1. Resolution No. 75-0133, authorizing emergency repair of break in 16-inch Sutro Reservoir feeder main at Niagara Street, between Cayuga and Alemany Boulevard, occurring March 25, 1975, at 3:15 a.m. Estimated cost of repair: $70,000.

2. Resolution No. 75-0134, authorizing emergency repair of leaks at Sunset Reservoir South Basin. Repairs must be completed before April 15, 1975, in order to return the South Basin to service

prior to the warm weather period. Estimated cost of repair: $25,000.

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Communications:

None

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Roll Call:

All Commissioners passed.

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THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0104

WHEREAS, The Urban Mass Transportation Administration has approved the plans and specifications for Hetch Hetchy Contract No. 519, 19th Avenue, Randolph and Broad Streets, Underground Duct System, to be constructed under the Power Improvement Program, with financial assistance from the Federal Government; now, therefore, be it

RESOLVED, That this Commission hereby awards to Venturini Corporation, 1717 Lake Street, San Mateo, California, as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 519, in the amount of $179,780, and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0105

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 496, Ecker and Stevenson Streets, Underground Duct System, as satisfactorily completed; allows 38 calendar days of unavoidable delays, of which fifteen calendar days were due to additional work by the Contractor for relocation of conflicting existing utilities encountered during construction, and twenty-three calendar days were due to Holiday Season shutdown and adverse weather; approves debit Modification of Contract No. 1 in the amount of $1,588.90 to adjust the estimated unit price quantities to agree with the actual work performed; and approves final payment in the amount of $16,077.90 in favor of the Contractor, Underground Construction Company, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0108

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for Hetch Hetchy Water and Power for fiscal year 1974-1975 in the amount of $59,000 from Account 1990 - Unappropriated Balance of Funds to:

Appropriation	4.755.200.000	- Contractual Services	$29,000
"	4.755.300.000	- Materials and Supplies	30,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0107

WHEREAS, Towers on City's 230-kV Intake-Warnerville transmission lines are grounded at each footing for the purpose of protecting both line and human life during electrical disturbances; and

WHEREAS, In the line section east of Moccasin approximately 178 lengths of copper grounding conductors exposed above the concrete piers, together with connecting clamps, have been found to be stolen by vandals, thus creating a potentially dangerous condition; and

WHEREAS, This protection must be restored to its intended state without delay; now, therefore, be it

RESOLVED, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency replacements in the most expeditious manner; and be it further

RESOLVED, That the Controller be, and he is hereby requested to transfer funds in the amount of $12,000 from Appropriation No. 4.756.000.000 Reconstruction and Replacement-Unallocated, to Appropriation No. 4.756.726.000-Replace Transmission Tower Grounding, to provide for said emergency replacements and related service necessary.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0108

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of February, 1975.

Bureau of Light, Heat and Power	$1,895.25
Bureau of Delinquent Revenue	4,252.21

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the transfer of delinquent accounts in the amount of $6,833.84 from the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0109

RESOLVED, That public hearing be conducted at Public Utilities Commission meeting room, 282 City Hall, San Francisco, California, commencing at 2:30 p.m. on Tuesday, April 22, 1975, to consider the adoption of rate schedules to be charged by the Public Utilities Commission for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0110

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $6,171.80; approves Final Payment in amount of $8,745.99, in favor of Underground Construction Company under Water Department Contract No. 1602, Laying of 12-Inch Ductile Iron Main in Folsom, Main, Harrison and Other Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0111

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Final Payment in amount of $1,874.60, in favor of William McIntosh and Son under Water Department Contract No. 1643R, Repair Fences - Lombard Reservoir, San Francisco, California, and allows eleven (11) working days unavoidable delay due to seven (7) days inability of Contractor to procure materials and four (4) days due to rain.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0112

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $1.20; approves Final Payment in amount of $11,204.18, in favor of Bepco, Inc. under Water Department Contract No. 1647, Excavation and Repaving for Water Service Trenches.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0113

RESOLVED, That on the recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, and the City Attorney, this Commission approves the cancellation of claims against debtors and the write-off of uncollectible accounts as follows:

Reference Number	Name	D/O	Amount
769-01-003	Annuzzi Concrete Co.	11/12/69	$ 388.01
769-04-026	Eddie Downing	1/16/71	713.19
769-04-047	Edward Guillory	2/07/72	63.00
769-04-051	Gail Crespin	3/24/72	213.05
769-04-053	Susan Moffatt	6/19/72	90.79
121172	Jewel Bonner	11/14/72	96.00
769-01-061	Henry C. Beck Co.	5/09/73	4,065.75
1809A	Self Wrecking & Supply	2/15/74	609.69
769-01-015 (a)	490 Post Medical Bldg.	3/24/70	2,682.72
769-01-015 (b)	490 Post Medical Bldg.	4/24/70	734.06
769-04-011	Edward Williams	7/07/70	1,816.13
1796	P.G.&E.	2/10/72	159.90
1811	Pacific Telephone	2/11/74	331.45
	TOTAL		$11,963.74

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0111

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract, subject to submission of Affirmative Action report to the General Manager of Public Utilities:

San Francisco Water Department Contract No. 1648 - Excavation and Repaving for Water Service Trenches - to The Lowrie Paving Company, Inc. in the amount of $83,535.00; and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0145

WHEREAS, The City and County of San Francisco issued a Land Use Permit on March 15, 1974 to Century 72 and Johnson Associates, a Joint Venture, hereinafter called "Permittee", for purposes of construction and installation of plaza, landscaping and parking in the City of Mountain View; and

WHEREAS, In addition to a monthly permit fee, Permittee is responsible for reimbursing the City for taxes and assessments; and

WHEREAS, Subsequent to the issuance of the Permit, an assessment in the amount of $4,751.55 was levied against the permit area by the City of Mountain View; and

WHEREAS, Permittee has requested that it be allowed to pay off said sum on an installment basis and has executed a Promissory Note for payment thereof; and

WHEREAS, In addition thereto, Permittee has provided City and County of San Francisco with a Faithful Performance Bond assuring full payment of monies owed under said Promissory Note;

NOW, THEREFORE, BE IT

RESOLVED, That this Commission hereby approves and authorizes the acceptance of a Promissory Note for payment of $4,751.55 from Century 72 and Johnson Associates, A Joint Venture. Terms and conditions for payment thereof shall be in accordance with copy of said Promissory Note on file with Commission's Secretary.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0116

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 15 Third had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 15 Third so that it will be as follows:

Northbound, regular route to Third and Fourth Streets,
thence via Fourth, Townsend to Third, and regular route;

Southbound, regular route to Brennan and Third Streets,
thence via Brannan, Fourth to Third, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, on Third Street from Fourth to Townsend;

Southbound, on Third Street from Brannan to Fourth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0117

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 19 Polk (S.P. Depot trips) had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 19 Polk (S.P. Depot trips) so that it will be as follows:

Northbound, from a new terminal on Fourth Street at Townsend, northwest corner, via Townsend, Fifth, Brannan, and regular route;

Southbound, regular route to Brannan and Fourth, thence via Fourth to Townsend.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, from terminal on Townsend at Second Street, via Townsend, Fourth, Brannan to Fifth;

Southbound, from Brannan and Fourth, via Brannan, Second to Townsend;

Mission Rock Loop, from Fourth and Brannan, via Brannan, Third, China Basin, Mission Rock, Third, King, Second to Townsend.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0118

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 27 Noe had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 27 Noe so that it will be as follows:

Inbound, regular route to Bryant and Fifth, thence via Fifth, Townsend to Fourth, and regular route;

Outbound, regular route to Townsend and Fourth, thence via Townsend, Fifth to Brannan, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Inbound, from Bryant and Fifth, via Bryant, Fourth to Townsend;

Outbound, from Fourth and Townsend, via Fourth, Brannan to Fifth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

James A. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0119

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 32 Embarcadero had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 32 Embarcadero so that it will be as follows:

Northbound, from new bus line terminal on Fourth at Townsend, southwest corner, via Fourth, Berry, Third, Townsend to Second, and regular route;

Southbound, regular route to Townsend and Third, thence continue on Townsend to terminal on Fourth Street.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, from Third, via King, Second to Townsend.

Southbound - none.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0130

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 40 Commuter had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 40 Commuter so that it will be as follows:

Northbound, from new bus terminal on Townsend at Fourth Street, southwest corner, via Townsend to Third and regular route;

Southbound, regular route to Howard and Fourth Street, thence via Howard, Fifth, Townsend to terminal.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound - none

Southbound, Fourth Street from Howard to Townsend (express route - no stops to be abandoned).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0121

WHEREAS, The Southern Pacific Transportation Company is going to abandon its present passenger terminal at Third and Townsend Streets and instead use a new terminal nearing completion just one block southwestward at Fourth and Townsend Streets; and

WHEREAS, The route of Muni Line 42 Evans had been set to serve patrons who also use Southern Pacific's commuter service; and

WHEREAS, Abandonment of a small portion of the current route is necessary in order to accomplish an adjustment that will effectively serve our patrons travelling to and from the new depot; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 42 Evans so that it will be as follows:

Northbound, regular route to Third and Fourth Streets, thence via Fourth, Townsend to Third, and regular route;

Southbound, regular route to Brannan and Third Streets, thence via Brannan, Fourth to Third, and regular route.

and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, on Third Street from Fourtn to Townsend;

Southbound, on Third Street from Brannan to Fourth.

and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0122

WHEREAS, Two bids were received on February 26, 1975, for Municipal Railway Contract No. MR-712, Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder, and

WHEREAS, It has been determined by this Commission that it is to the best interests of the City and County of San Francisco that the two bids heretofore received in connection with the said project be rejected; now, therefore be it

RESOLVED, That this Commission hereby rejects the two bids received February 26, 1975, for Municipal Railway Contract No. MR-712, Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder, and be it

RESOLVED, That this Commission hereby authorizes Rebid Call as follows:

Municipal Railway Contract No. MR-712-R--Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder,

and, be it further

RESOLVED, The activity hereinbefore described is categorically exempt from an environmental impact report in accordance with list adopted by the City Planning Commission July 25, 1974, Class 1B.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0123

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with Charter Section 8.403 in the amount of $ 429, to the credit of the following appropriations:

4.735.130.002.000

"Wages - Miscellaneous Employees" $ 365

4.735.863.000.000

O.E. 860 "Pension and Retirement Allowance" 64

The following class is involved:

7358 Pattern Maker

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0121

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with Charter Section 8.403 in the amount of $1,055, to the credit of the following appropriations:

4.735.130.002.000

"Wages - Miscellaneous Employees" $903

4.735.863.000.000

O.E. 860 "Pension and Retirement Allowance" 152

The following class is involved:

7245 Painter

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0125

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $33,246.82, made by the Municipal Railway, month of February, 1975, per Revolving Fund Payment Requests Nos. 7375, 7390, 7409, 7415, 7422 and Request for Warrant Nos.: 2571.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0126

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of February, 1975, -- total amount billed: $7,924.14; total compromise settlements: $4,758.51 -- and approves collections, month of February, 1975, in the amount of $8,178.74 for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of March 5, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0127

WHEREAS, This Commission, by its Resolution Number 74-0433, approved the award to AM General Corporation a contract for furnishing 100 Diesel Transit Type Motor Coaches and spare parts; and

WHEREAS, The US Department of Transportation, in approving this contract and federal grant, desires that the Municipal Railway inspect the manufacturing of the buses to assure compliance with specifications; and

WHEREAS, Funding for said inspection is available in Appropriation for 4.795.994.078.600 derived from Transportation Development Act funds and Urban Mass Transit Act funds under Project No. CA-03-0078; now, therefore, be it

RESOLVED, That this Commission hereby approves the travel of Fred C. Thomas, Fernand Canepa, and James Clarke to the Mishawaka, Indiana plant of AM General Corporation for the purpose of production inspection of 100 diesel motor coaches to assure compliance with contract specifications; and, be it

FURTHER RESOLVED, That travel advances to the individuals listed below is approved in the amounts indicated:

FRED C. THOMAS	- $2,500
FERNAND CANEPA	- $1,000
JAMES CLARKE	- $1,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0128

WHEREAS, Bids were received on February 28, 1975 for San Francisco Municipal Railway Improvement Corporation (SFMRIC) Contract No. MR 607, Purchase of Streetcar Crossovers and Special Work for Muni Metro Center; and

WHEREAS, One bid was received; and

WHEREAS, The low bidder submitted a proposal which, in the opinion of the City Attorney, contained certain irregularities; and

WHEREAS, By re-advertising the bidding period will be extended to allow bidders more time in which to bid; and

WHEREAS, This additional bidding time may result in more responsive bids and cost saving to the City; now, therefore, be it

RESOLVED, That this Commission hereby requests the SFMRIC to reject the sole bid received on February 28, 1975, for SFMRIC Contract No. MR 607, Purchase of Streetcar Crossovers and Special Work for Muni Metro Center, and to re-advertise for Contract MR 607.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0129

WHEREAS, Bids were received on February 28, 1975, for San Francisco Municipal Railway Improvement Corporation (SFMRIC) Contract No. MR-619, purchase of Rails and Accessories for Muni Metro Center; and

WHEREAS, One bid, in the sum of $169,828.40, was received; and

WHEREAS, The low bidder submitted a proposal which, in the opinion of the City Attorney, contained certain irregularities; and

WHEREAS, By readvertising the bidding period will be extended to allow bidders more time in which to bid; and

WHEREAS, This additional bidding time may result in more responsive bids and cost saving to the City; now, therefore, be it

RESOLVED, That this Commission recommends that the SFMRIC reject the sole bid received on February 28, 1975, for SFMRIC Contract No. MR 619, Purchase of Rails and Accessories for Muni Metro Center; and be it

FURTHER RESOLVED, That this Commission requests the SFMRIC readvertise the contract.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0130

WHEREAS, Only one motor system is operating at the cable car house and the condition of the second motor system is such that it is completely inoperable and any attempt to operate without repair work on the bearing would result in its complete destruction; and

WHEREAS, Funds are urgently required in the amount of $30,000.00 to effect necessary repairs and replacement work on the bearings of the second cable car motor system at the cable car house; and

WHEREAS, If these funds are not provided without delay there will be a complete breakdown of the cable car system for an extended period of time because the existing driving motor will not last long under the abuse it is receiving due to heavy overloads. The system now must be shut down frequently to allow the one operable motor to cool down; now therefore, be it

RESOLVED, That this Commission hereby declares that an emergency condition exists and that necessary repairs be made in the most expeditious manner from funds available in appropriation 3.735.995.000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0131

RESOLVED, That the budget estimates for the fiscal year 1975-76, as prepared by the General Manager of Public Utilities, which were approved by Resolution 74-0442 on December 10, 1974, be amended by the amount of Supplemental Budgets as listed below:

Bureau of Light, Heat & Power	$ 2,096
General Office	3,161
Municipal Railway	792,425
Water Department	148,681
Hetch Hetchy Project	19,716
Total	$966,079

and, be it further

RESOLVED, That the supplemental budget estimates in the amounts indicated be filed with the Controller in accordance with the provisions of Charter Section 6.200; and, be it further

RESOLVED, That the permanent salaries account of the various bureaus and departments of the Public Utilities Commission be adjusted in accordance with provisions of the 1975-76 Salary Standardization Ordinance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0132

RESOLVED, That in the absence of John D. Crowley, General Manager of Public Utilities, the Assistant General Manager, Finance, Public Utilities, Dr. John M. Christensen, Jr., shall and is hereby authorized and directed to exercise all of the powers and duties of the General Manager of Public Utilities; and, be it further

RESOLVED, That in the absence of both the General Manager of Public Utilities and the Assistant General Manager, Finance, the Secretary and Assistant General Manager, Administrative, Thomas G. Flynn, shall and is hereby authorized and directed to exercise all the powers and duties of said General Manager of Public Utilities.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0133

WHEREAS, An emergency condition has existed in San Francisco since Tuesday, March 25, 1975, at 3:15 a.m., due to a broken 16-inch Sutro Reservoir feeder main at Niagara Street, between Cayuga Street and Alemany Boulevard; and

WHEREAS, The above water main break resulted in extensive damage to street and sidewalk paving, leaving a portion of Niagara Street impassable to traffic; and

WHEREAS, the scattering of debris over a large area also created an extreme hazard to pedestrian and vehicular traffic; and

WHEREAS, The broken water main has impaired water service to the general area; and

WHEREAS, Emergency repairs to the street, sidewalk and water main are necessary to restore normal vehicular and pedestrian traffic, to carry on the operation of the San Francisco Water Department without interruption, and to protect the interest of and safeguard the health and welfare of the citizens of the City and County of San Francisco; and

WHEREAS, Such repairs must be made expeditiously to restore the integrity of those streets and of the water distribution system, and to eliminate hazards to the general public: therefore, be it

RESOLVED, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code, hereby declares the existence of an emergency, and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner; and, be it further

RESOLVED, That the Controller be, and he is hereby requested to transfer funds in the amount of $70,000 from Appropriation No. 4.746.000.000 to Appropriation No. 4.746.713.000 to provide for said emergency repairs.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 26 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0131

WHEREAS, an emergency leakage condition has developed at Sunset Reservoir (South Basin) located near 28th Avenue and Pacheco Street, and

WHEREAS, leakage has recently been greater than the 15 gallons per minute limit of the Water Department leakage alarm system, and

WHEREAS, Water Department's limited forces have been unable to repair the greater areas of leakage, and

WHEREAS, efforts to find and repair the leaks have resulted in draining the water from the South Basin, creating a reduced storage of water available for fire protection and domestic service to major area of San Francisco, and

WHEREAS, repairs must be completed before April 15, 1975 in order to return the South Basin of Sunset Reservoir to service prior to the warm weather period, now therefore be it

RESOLVED, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code, hereby declares the existence of an emergency and authorizes the immediate repair to the reservoir basin, and be it

FURTHER RESOLVED, That the Controller is hereby requested to transfer funds in the amount of $25,000.00 from Appropriation No. 4.747.000.000 to Appropriation No. 4.746.714.000 to provide for said emergency repairs.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 25 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0104-MR 3-25-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Jakob Tittiger	73 B 1079-1 $10,000.00	8-6	11-8-73	A	$ 1,700.00
Litigated Settlements - CA Office					
Russell Gaines, guardian ad litem of Kent Gaines	70 B 1221-4 $50,000.00	3-2	12-7-70	A	5,000.00
Ora Vivian Givens	73 S 0811-8 $4,800.00	6-2	5-27-74	A	4,500.00
					$ 11,200.00

Total settlements: 3

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 25, 1975.

Secretary and Assistant General Manager

3-25-75

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

April 8, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-56

Call to Order: 2:45 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph J. Diviny

The minutes of the regular meeting of the Commission held March 25, 1975 were approved.

RESOLUTION NO.	
	On motion of Byrne, seconded by Carey, the following resolution was adopted:
75-0135 H	Bid call for HH Contract No. 521 for Market Street Subway electrification system, Embarcadero Station to Duboce Portal, under the Power Improvement Program.
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Byrne, seconded by Carey, the following resolution was adopted:
75-0136 H	Bid Call for HH Contract No. 510 for sandblasting and painting drum gates and operating cylinders and piping for slide gates at O'Shaughnessy Dam.
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Byrne, seconded by Carey, the following resolution was adopted:
75-0137 H	Honoring Reynold S. Tillner, Secretary-General Manager of Turlock Irrigation District, on his retirement April 1, 1975.
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0138 W	Bid call for WD Contract WD No. 1682 for annual repaving of streets and sidewalks for the Water Department.
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0139 W	Awarding WD Contract No. 1669, in net amount of $45,960.00, for ductile iron main in Sutter and Powell Streets, to Shaw Construction, Belmont.
	Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0140 W Completion WD Contract No. 1528 for valve motorization of Lake Merced Pump Station and Crystal Springs Outlet Towers and authorizing final payment to Monterey Mechanical Company, contractor.

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0141 W Setting Tuesday, May 13, 1975, at 2:30 p.m., for public hearing re liens and special assessments on properties for unpaid water service charges in excess of one hundred dollars.

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0142 W Authorizing right-of-way lease for 1.65 acres Water Department property in Santa Clara County, to Century 72 and Johnson Associates, a Joint Venture, for purposes of plaza, parking, landscaping and ingress and egress to adjacent buildings. Term: 5 years, with options.

Vote: Ayes-Flynn, Byrne, Berman, Carey

Commissioner Berman was excused at 3:25 p.m. (emergency telephone call) and returned at 3:38 p.m.

On motion of Byrne, seconded by Carey, the following resolution was adopted:

75-0143 W Approving write-offs of uncollectible accounts receivable more than ninety days past due - Month of February, 1975 -

Vote: Ayes-Flynn, Byrne, Carey

On motion of Carey, seconded by Byrne, the following resolution was adopted:

75-0144 M Approving supplemental appropriation, Municipal Railway, $1,300,000 for materials, supplies, fuels, damage claims, and other operational necessities to complete the fiscal year.

Vote: Ayes-Flynn, Byrne, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0145 M

Completion MR Contract No. 710 for Presidio Building garage ceiling repair and authorizing final payment to William McIntosh & Son, contractor.

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0146 M

Approving legal documents to permit sale by San Francisco Municipal Railway Improvement Corporation of $26.4 million Improvement Bonds, Series C, in connection with the Transit Improvement Program and requesting SFMRIC to proceed with the sale.

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0135-MR

Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount of $152,390.98.

Vote: Ayes-Flynn, Byrne, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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The Commission adopted Resolution No. 75-0137, honoring Reynold S. Tillner, Secretary-General Manager of the Turlock Irrigation District, who retired on April 1, 1975, after 42 years of service to the people of Stanislaus and Merced Counties.

Oral L. Moore, Hetch Hetchy General Manager, announced that the annual dinner meeting of the three agencies will be held April 25, 1975, in San Francisco. At this time formal presentation of the Commission's resolution will be made to Mr. Tillner.

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Resolution No. 75-0142, authorizing Water Department right-of-way lease in Santa Clara County to Century 72 and Johnson Associates for the purposes of plaza, parking, landscaping, and ingress and egress to adjacent buildings; term 5 years, retroactive to July 1,

1974, plus three additional 5-year option terms at a negotiated rental.

Commissioner Henry E. Berman expressed dissatisfaction over the terms being retroactive to July 1, 1974, and the delay in bringing the lease to the attention of the Commission.

Commissioner Flynn also voiced his concern and directed that all leases about to expire be brought to the Commission's attention prior to the expiration date. He said the Commission would not tolerate submission of leases nine months after their expiration.

Mr. Frye stated that his staff is working on three such leases. Commissioner Flynn asked that a report covering these leases be forwarded immediately to the Commission Secretary.

Commissioner Flynn also asked the Secretary to inform the Commission immediately when payment is received; and if it is not received prior to the next PUC meeting, the Water Department should report on the facts at the meeting.

Commissioner Carey asked if the $3,000 performance bond requirement in the lease should not be increased to $6,000 in view of the March 25, 1975 Commission action approving acceptance of a $4,751 Promsisory Note from the lessee for payment of Mountain View tax assessment levied against the area.

Commissioner Flynn suggested that rather than considering an increase at this time, the Commission should wait until issuance of the Water Department's quarterly report of leases delinquent in rent payment.

Commissioner Flynn noted that in establishing lease procedures, the Commission has taken the position that six months' rent would be equivalent to the bond, and the lessee can only get three months behind in payment, based on the quarterly report program.

He asked the Water Department to present the quarterly report on delinquent accounts before the next PUC meeting if possible.

Commissioner Carey asked also if the lease could not be executed for a shorter period than 20 years.

Richard Tanaka of the Water Department Land Division, pointed out this land was connected with a shopping area and that the lessee was there to stay. After the first five years, the options to renew are subject to review and mutually agreed upon rental terms.

Commissioner Byrne pointed out that it would be difficult to get anyone to agree to a mere five-year term if he intended to make improvements to the property.

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In duscussing Resolution No. 75-0143, approving write-offs of Water Department uncollectible accounts receivable more than 90 days past due for the month of February, 1975, Commissioner Flynn questioned Mr. Frye about security deposits for water bills and the possibility of increasing the fee from the present $10.00. Mr. Frye said that the deposits are the exception rather than the rule.

Commissioner Byrne suggested that a report on what other cities of comparable size do in this regard might be helpful to future Commission discussions of this subject.

Utilities General Counsel William F. Bourne said this is a field of utility service where a great deal of careful legal study must be undertaken in that the agency must not make it inordinately difficult for users who are entitled to perpetuation of service at a reasonable price.

Dr. John M. Christensen, Jr., Assistant General Manager, Finance, pointed out that the net write-off to profit and loss through the eighth month of the current fiscal year is 18/100's of 1% of the net paying sales for the same period, which is a goal any business would like to achieve.

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Municipal Railway Calendar Item #1 - amending the agreement with International Engineering Company, to increase the design fee from the original amount of $478,200 to $561,550 for the transit car maintenance facilities and storage facilities and terminal, was put over to the next meeting.

Rino Bei, Project Manager, requested additional time to produce materials requested by the Commission. He indicated that certain information pertinent to the presentation was available only through the project manager for International Engineering who is in Brazil and would not return until the end of the week.

Commissioners Flynn and Berman objected strongly, indicating that the necessary materials should be available in the TIP files. They questioned how the contract increases could have been determined without supporting material being directly available to the staff.

Mr. Bei reported that some determinations were arrived at through verbal discussions with the contractor, although a good deal of written material was available in the files. Mr. Bei was joined by Gerald Cauthen in stating that the staff was endeavoring to reconstruct the negotiations by review of the file material.

Mr. Cauthen asked for clarification as to whether the Commission desired information relating to a breakdown of man-hours in the increases, and was informed by Commissioner Flynn that this had never been required by the Commission in its original request for supporting information.

Commissioner Flynn reiterated the requirement of the Commission that the staff produce explanations as to how the proposed increases were determined.

Commissioner Carey also voiced his concern over the absence of materials necessary for the Commission to make a final determination on the increases. In addition he repeated his request for identification of the Muni negotiating team.

Commissioner Byrne questioned Mr. Bei on the accepted industry practices in fixing the fees of architects and engineers. The thrust

of the conversation went to the point that architects and engineers are legitimately entitled to fee increases subject to negotiation when there are changes in the scope, plan, or specifications of an existing contract required by the department. A percentage of 6% of the anticipated construction costs serves as a guideline. The Commission closed the discussion by carrying over the item to the PUC calendar of April 22.

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Resolution No. 75-0146--approving forms of legal documents and requesting San Francisco Municipal Railway Improvement Corporation to sell $26.4 million in lease-rental bonds to help finance the Municipal Railway Transit Improvement Program.

Dr. Christensen explained that the following documents were before the Commission for approval in order for the San Francisco Municipal Railway Improvement Corporation to advertise and proceed with the sale of bonds to finance construction of the second phase of the motor coach storage and maintenance facilities, and the Muni metro rail center, under the TIP.

1. Official Notice of Sale

2. Third Supplemental Indenture for Series C of the Transit Improvement Bonds - $26.4 million principal amount of Improvement Bonds

3. Amendment to Site Lease (property at 22nd and Indiana Streets)

4. Supplement No. 1 to Facilities Lease No. 2 (Motor Coach Storage and Maintenance Facilities, Phase II)

5. Site Lease (property at Ocean-Geneva-San Jose Avenues)

6. Facilities Lease No. 3 (Muni Metro Rail Center)

Bond advertising will begin on April 18, 1975, and bids will be received at 10:00 a.m. on April 29, 1975, in the offices of Orrick, Herrington, Rowley & Sutcliffe, the bond counsel for the improvement corporation. It will also be necessary to call a special meeting of the Commission the afternoon of the 29th for it to approve the bid and interest rates offered so that the action can be completed that day.

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Correspondence:

None

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General Manager of Public Utilities Items:

Dr. Christensen, Acting General Manager, stated that late Friday afternoon the Commission was served with an order by Superior Court, temporarily restraining the Municipal Railway from putting into effect the proposed reduction in #26 EXPRESS headway schedules which was to commence Monday, April 7. The judge set April 15, 9:00 a.m. for a hearing on his temporary order granted at the request of a group called the Concerned Muni Drivers.

Curtis E. Green, Municipal Railway General Manager, said that this line was one of the set of BART/Muni Coordination Project Stage II route change proposals approved by the Commission last September. Schedule checks over a period of time show there has been a 20 to 50 per cent decrease of passengers on the 26 Express Line which parallels BART. The group opposing the schedule adjustment on the #26 EXPRESS claims the Commission exceeded its discretion in placing these schedules into effect.

Utilities General Counsel Bourne then explained the legal issue involved.

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Roll Call:

Commissioner Carey discussed the two State bills dealing with crimes against senior citizens - SB 554 introduced March 10, 1975, by Senator Presley, and SB 615, introduced March 20, 1975, by Senator Deukmejian. Both deal with the matter of increased penalties for crimes perpetrated against senior citizens.

Under present law a battery on persons other than a peace officer is punishable as a misdemeanor. SB 554 would amend the penal code to provide that a battery on a person 65 years or older is punishable as a felony by imprisonment in a state prison.

SB 615 is not only a new bill with regard to the California Penal Code but also amends the Welfare and Institutions Code as it relates to minors violating the law. The San Francisco Police Department has stated it intends to support SB 615.

On motion of Commissioner Berman, seconded by Commissioner Byrne, the Commission unanimously recommended to the State Legislation Committee, chaired by Thomas J. Mellon, Chief Administrative Officer, that the City adopt an official position to support the intent and provisions of SB 615.

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Commissioner Carey pointed out the paraprofessional Municipal Railway security program will expire June 30, this year, and requested that the General Manager and staff submit a report within the next two weeks with recommendation as to the continuance.

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THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0135

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 521
MARKET STREET SUBWAY ELECTRIFICATION
EMBARCADERO STATION TO DUBOCE PORTAL

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1 (b) and Class 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0136

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

Hetch Hetchy Contract No. 510
Sandblast and Paint Spillway Drum Gates and
Operating Cylinders and Piping for Slide Gates
O'Shaughnessy Dam

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1(b) for maintenance of existing facilities, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0137

WHEREAS, The members of the San Francisco Public Utilities Commission having learned of the retirement on April 1, 1975, of Mr. Reynold S. Tillner, Secretary-General Manager of the Turlock Irrigation District; and

WHEREAS, During the 42 years of service to the people of Stanislaus and Merced Counties, wherein he advanced from an office worker's position to the top executive post of the District, Mr. Tillner established friendly associations with many members of this Commission and the Staff of the Hetch Hetchy Water and Power System; and

WHEREAS, The name of Reynold S. Tillner has been constantly associated with the water conservation partnership on the Tuolumne River by the Modesto and Turlock Irrigation Districts and the City and County of San Francisco, through four formal agreements ranging from early planning to completion of the great $110 Million New Don Pedro Dam; and

WHEREAS, The joint endeavors of these three partners to wisely convert earthly resources to the benefit of mankind have been eminently successful because of men like Reynold S. Tillner; now, therefore, be it

RESOLVED, That this Public Utilities Commission hereby commends the notable career of Reynold S. Tillner, extends sincere thanks for the contributions of 42 years, and offers warmest best wishes for health and happiness and success in all future endeavors; and be it further

RESOLVED, That a suitable copy of this Resolution be forwarded to the Board of Directors of the Turlock Irrigation District for presentation to Mr. Tillner.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0138

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1682 - For the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1976

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(c) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 8, 1975

Thomas A. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0139

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1669 - Laying of 8-Inch Ductile Iron Main in Sutter and Powell Streets - to Shaw Construction in the net amount of $45,960.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0140

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Final Payment in amount of $6,228.10, in favor of Monterey Mechanical Company under Water Department Contract No. 1528, Valve Motorization - Lake Merced Pump Station and Crystal Springs Outlet Towers, and allows 155 working days unavoidable delay due to 120 days in shipment of equipment by manufacturer, 19 days due to San Francisco Water Department's design and safety inspection and 16 days due to rain and wet ground.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0141

RESOLVED, That in accordance with Ordinance No. 450-73, this Commission does set 2:30 p.m. on May 13, 1975, in Room 282, City Hall for a special assessment lien hearing on the report of delinquent water accounts in excess of one hundred dollars ($100.00) and any protests or objections hereto will be heard at that time; and, be it further

RESOLVED, That the Secretary of the Commission shall notify the owners of the properties listed in the report by letter at the official address of the owner maintained by the Tax Collector of the City, not less than ten (10) days prior to the date of the hearing.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0142

WHEREAS, The City and County of San Francisco issued a Land Use Permit on March 15, 1974 to Century 72 and Johnson Associates, A Joint Venture, hereinafter referred to as "Permittee", for purposes of construction and parking in the City of Mountain View; and

WHEREAS, Said Land Use Permit was intended to be an Interim Permit pending negotiation of a lease; and

WHEREAS, Permittee negotiated for said lease in good faith;

NOW, THEREFORE, be it

RESOLVED, That this Commission hereby approves and authorizes the execution of a lease (copies of which are on file with Commission's Secretary) for approximately 1.65 acres of certain Water Department property located in Santa Clara County to Century 72 and Johnson Associates, a Joint Venture, for purposes of plaza, parking, landscaping, and ingress and egress to adjacent buildings, for a term of five (5) years retroactive to July 1, 1974 at a rental of $545.00 per month plus reimbursement to City for taxes and assessments; and be it

FURTHER RESOLVED, Lessee be given three successive options to extend the lease term by additional five (5) year periods at a mutually agreed upon rental.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0143

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorneys, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of February, 1975 in the amount of $5,981.89 per San Francisco Water Department list of February 28, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0104

WHEREAS, the Municipal Railway requires an adequate supply of materials and supplies, fuels and other operational necessities, and

WHEREAS, funds budgeted for such repair parts and operational necessities are insufficient to complete the fiscal year due to a combination of factors including double-digit price inflation, increasing lead times for deliveries, the advanced age of Muni rolling stock, reduction in budgeted funds and demands for additional passenger service,
and

WHEREAS, funds are needed for the payment of passenger damage claims to avoid costly interest on judgements,
and

WHEREAS, funds are or will be available in certain appropriations and accounts of the Municipal Railway which may be used to fund these deficits, now, therefore, be it

RESOLVED, that this commission requests the Mayor to recommend to the Board of Supervisors Municipal Railway Emergency Supplemental Appropriation in the amount of $1,300,000 for materials, supplies, fuels, damage claims and other operational necessities

from Appropriation/Account		
4.735.130.001	Platform Wages	500,000
4.735.800.000		
(4.697.801,735)	Industrial Compensation	400,000
(4.697.860.735)	Retirement Allowance	400,000
to Appropriation		
4.735.111.000	Overtime	$ 40,000
4.735.244.000	Tire Rental	115,000
4.735.300.000	Materials & Supplies	145,000
4.735.391.000	Fuels	300,000
4.735.804.000	Passenger Damage Claims	700,000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0135

RESOLVED, That this Commission accepts the work performed under Contract No. MR-710, Presidio Building - Garage Ceiling - Repair to Concrete Slabs Around Skylights, as satisfactorily completed within the contract time limit and approves final payment in the amount of $8,480.76 in favor of the Contractor, William McIntosh & Son.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0146

WHEREAS, The Board of Supervisors by Ordinance No. 165-72, dated June 5, 1972, approved the Indenture and Agreement dated as of December 31, 1971, between the City and the San Francisco Municipal Railway Improvement Corporation in connection with the sale of bonds and leasing of equipment and/or facilities for the Municipal Railway and authorized the General Manager of Public Utilities to execute the Agreement for and on behalf of the City and County of San Francisco; and

WHEREAS, The Public Utilities Commission by Resolutions 75-0076, dated February 25, 1975, and 75-0102, dated March 11, 1975, has recommended to the San Francisco Municipal Railway Improvement Corporation the award of contracts for construction under the Transit Improvement Program of the "Motor Coach Storage and Maintenance Facilities, Phase II" (Contract MR-617) and the "Muni Metro Rail Center" (Contract MR-609), respectively; and

WHEREAS, Preparation for the sale of bonds to finance the construction by the Improvement Corporation is in final stages; now, therefore, be it

RESOLVED, That this Commission approves the Official Notice of Sale, Third Supplemental Indenture, Amendment to Site Lease, Supplement No. 1 to Facilities Lease No. 2 (Motor Coach Storage and Maintenance Facilities, Phase II), and Site Lease and Facilities Lease No. 3 (Muni Metro Rail Center), all providing for the requisite sale of bonds and the leasing of land and facilities to be constructed under the aforesaid contracts, and requests the San Francisco Municipal Railway Improvement Corporation to proceed with the sale of bonds.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0135-MR 4-8-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Emelia DiMaggio	74 B 0670-1 $50,000.00	30-1+	10-10-74	A	$ 3,900.00
Bernice Forsyth	74 T 0392-1 $150,000.00	5-6+D	9-12-74	A	2,200.00
Bertha Bierman	74 B 0468-1 $5,000.00	22-3	9-9-74	A	2,000.00
Litigated Settlements - CA Office					
Carolyn Bailey	70 B 2063-10 $75,000.00	6-3	3-25-71	(A $3,750)	
	71 B 0190-1 $75,000.00	2-7	7-29-71	(A $3,750)	7,500.00
Nancy Louise Benton, Gary D. Brady and William Regan	72 T 0241-3 $150,000.00 (Benton)	6-3	8-18-72	(A $4,693.33)	
	72 T 0241-2 $75,000.00 (Brady)	6-3	8-18-72	(A $1,980.00)	
	72 T 0241-4 $40,000.00 (Regan)	6-3	8-18-72	(A $ 660.00)	7,333.33
	(co-defendant to pay $14,666.67)				
Inez Brown	70 T 1770-3 $45,000.00 (co-defendant to pay same)	15-3	4-16-71	A	3,500.00
Louise Dalton	73 B 1618-3 $4,000.00 (and co-defendant to dismiss cross-complaint)	15-3	1-17-74	A	2,500.00
George Ferrari	72 B 0878-1 $50,000.00	1-3	10-24-72	A	24,800.00
Edna Mae Hanson	71 B 2715-2 $150,000.00 (co-defendant to pay same)	6-3	6-28-72	A	22,500.00
Irene Jarzyna	69 B 2673-1 $15,000.00	4-7	4-16-70	A	9,300.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Mary Liggins and Olevia Manuel	71 T 0815-3 $50,000.00 (Liggins)	1-3	11-18-71	(A $3,750)	
	71 T 0815-2 $50,000.00 (Manuel)	1-3	11-18-71	(A $5,750)	$ 9,500.00
Linda J. Manzano	70 T 0713-3 $100,000.00	15-3	10-22-70	A	2,000.00
Alma C. Moss	72 S 0017-3 $50,000.00	6-2	7-7-72	A	8,500.00
Betty B. Plank	70 B 2374-1 $25,000.00	2-8	4-20-71	(A $810)	
	70 B 2050-1 $25,000.00	2-7	6-1-71	(A $810)	1,620.00
Marie Ward Greunke, administratrix of the estate of Zona M. Ward, deceased	72 B 2031-1 $100,000.00	6-6+	11-24-72	A	2,500.00
Susan Wong	73 C 0412-1 $20,000.00	5-6	2-14-74 (Ry) or 2-13-74 (claim)	A	5,250.00
Judgment					
Heidi Jaeger	69 B 3172-1 $350,000.00 (Judgment $35,000.00, plus $1,380.83 costs for trial and $1,106.82 costs for appeal. Interest to be paid at 7% on $36,380.83 from 8-15-72 to date of warrant.)	4-9	6-12-70	A	37,487.65
					$ 152,390.98

Total settlements: 22

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 8, 1975.

Secretary and Assistant General Manager

H/8

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: April 8, 1975

TO: JOHN D. CROWLEY
General Manager of Public Utilities

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

The precipitation in the Tuolumne River watershed has been nearly twice normal for the two month period of February and March, bringing the seasonal total to slightly above normal. With normal precipitation for the remainder of the year, Hetch Hetchy Reservoir will definitely spill, Lake Eleanor will probably spill, and there is a good chance of Lake Lloyd filling.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on April 1,1975	Per Cent of Capacity	Storage in Acre Feet on April 1,1974	Per Cent of Capacity
Hetch Hetchy	360,400	56,854	16	164,492	46
Lake Lloyd	268,800	82,521	31	143,001	53
Lake Eleanor	27,100	2,619	10	3,690	14
	656,300	141,994	22	311,183	47

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was increased from approximately 160 to 230 mgd on March 4, 1975.

Power Production

During the month of March, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 46.240, 78.246 and 52.573 million kilowatthours respectively for a total of 177.059 million kilowatthours, having a value in excess of $1,500,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. An agreement with the Division of Fish and Game has been made for work in Moccasin Creek.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are being reviewed and checked. Cooperative pole painting contracts with PG&E are under negotiation.

HH-497 Church Street from 22nd to 30th Street-Underground Duct System. Design work and plan preparation is in progress.

HH-503 Taraval Street, 20th to 46th Avenue-Underground Duct System. Design work and plan preparation is in progress.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Contract being prepared for advertisement in April 1975.

HH-519 19th Avenue,Randolph and Broad Streets. Bids received on March 13, 1975. Venturini Corporation was low bidder.

HH-523 Judah St., 20th to 40th Ave.-Underground Duct System. Design work and plan preparation is in progress.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continued work on contract plans and specifications. Hetch Hetchy staff completed review of the 95% level contract documents for Contract HH-521, Market Street Subway Electrification, Embarcadero Station to Duboce Portal, and met with the consultant on March 7, and 10, 1975 to discuss necessary changes to be incorporated into the final contract documents. Representatives of The Bay Area Rapid Transit District (BARTD) were in attendance at the March 7, 1975 meeting. Final contract documents are nearing completion and are scheduled to be transmitted to the Public Utilities Commission and UMTA early in April 1975. The 95% completion review level contract documents for the electrification portion of Contract MR-622, Twin Peaks Tunnel Electrification, Structural Repairs and Improvements, were submitted by the consultant and are being reviewed. A meeting has been scheduled for April 3, 1975 between Hetch Hetchy staff, the consultant, TIP staff, and TIP's consultant to coordinate PBGH's design with the design of TIP's consultant. The 95% completion review level documents for Contract HH-524, K Line Overhead Conversion, are scheduled to be received in April 1975.

Bids for the purchase of insulated copper feeder cable were received on March 24, 1975 and are being reviewed by the City Purchaser.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. Plans and specifications at the 85% level for Carl Substation were submitted for our review.

Amendment No. 1 to the existing professional services agreement was certified by the Controller on March 5, 1975. The amendment includes consultant's review of substation equipment submittals, changes in design of Laguna Honda Substation, and addition of sanitary facilities in certain substations. An executed copy of Amendment No. 1 was transmitted to the consultant on March 14, 1975. Plans and specifications at the 85% completion level for Contract HH-522, Downtown, Civic Center and Church Substations, Installation of Electrical Equipment, are scheduled to be received in April 1975. Acquisition of the Judah Substation site was completed. Relocation of the present occupant will be accomplished within 90 days from March 26, 1975, the date of recording deed.

The Environmental Impact statement filed with City Planning Department covering two alternative sites for Taraval Substation received initial evaluation. A Negative Declaration was posted and advertised. The ten-day time for appeals expired on March 31, 1975. An EIR will not be required. A request for review of the above Taraval sites for conformance to City Master Plan was forwarded to City Planning Department. An Environmental Impact statement was forwarded to UMTA along with a request for approval to proceed with real estate appraisals of the two Taraval alternative sites.

Control and Communications Project

The consultant, Systems Control, Inc., continued work to establish design criteria for the preliminary report required under the contract. On March 19, 1975, a meeting was held with the consultant to discuss design criteria for control and display functions for the supervisory control and communication system.

Feeder Undergrounding

Bids were received on March 13, 1975 for Contract HH-519, 19th Avenue, Randolph and Broad Streets, Underground Duct System. The contract was awarded on March 25, 1975 to Venturini Corporation who submitted the low bid of $179,780.

Work continued on the plans for duct lines for feeder undergrounding in other locations. (See Hetch Hetchy Engineering Section.)

Overhead Modifications

Work continued on the preparation of plans and specifications for Contract HH-517 for trolley pole replacement, overhead trolley wire reconstruction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will follow the track reconstruction, Contract MR-595R, and will include street lighting work.

Work continued on the preparation of plans and specifications for trolley overhead work to be included in Contract MR-621 for additional storage tracks - Upper San Jose Avenue Yard.

Work continued on the preparation of plans and specifications for trolley overhead work and underground duct lines to be included in Contract MR-620, Track Reconstruction and Underground Duct Line, Ocean Avenue to State Freeway 280.

Transit Power Engineering

Work continued on the preparation of plans and specifications for the relocation of overhead facilities on Mission and 4th Streets in implementation of the "Transit First" program.

Work continued on the preparation of plans and specifications for reconstruction and relocation of overhead facilities to be included in Department of Public Works contract specification No. 23,846, Market Street Reconstruction, Contract 5, Steuart Street to Ecker Street.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-483	Moccasin & Tesla Portal Bldgs.-Exterior Painting & Roof Preservative	$ 33,190	0	48	73	No work this period - weather conditions are not conducive to application of Latex Paint.
HH-484	O'Shaughnessy Dam -Replace Interior Lighting System	45,000	0	90	100	No work this period. Awaiting delivery of materials.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	12	20	45	Contractor is continuing with duct bank installation.
HH-496	Ecker and Stevenson Street Underground Duct System	98,810	0	100	100	Work accepted as satisfactorily completed and Final Payment was authorized by PUC on 3/25/75.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave. Underground Duct System	229,585	5	5	7	Pre-construction meeting was held on 3/14/75. Contractor notified to proceed on 3/17/75. Installing manholes and duct bank in West Portal Avenue.
HH-499R	Moccasin & Early Intake Re-roof Cottages	30,178	0	0	16	No progress as of this date. Pre-job conference will be held on 4/1/75.
HH-501	Moccasin Bldgs. Repair - Weatherproof	14,366	2	87	100	Contractor continues to place John-Manville Asbestos shingles as required under contract.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System	$196,148	1	1	28	Construction started on 3/29/75. Contractor is planning to begin at Junipero Serra Blvd. and work toward Harold Avenue; setting manholes ahead of installing duct bank.
HH-509	Paint Steel Towers Moccasin-Newark Transmission Lines	56,890	10	85	53	The contractor continues to clean, prime, and paint towers as required.
HH-512	San Joaquin River Valve House-Repair & Piping	7,229	0	0	11	No jobsite progress this period.
HH-513	Holm Powerhouse Penstock Painting	33,400	0	0	0	Contractor hasn't received a starting date as of this date.
HH-519	19th Ave. Randolph & Broad St.-Underground Duct System	179,780				Bids were opened on 3/17/75. Contract awarded to Venturini Corp. by PUC on 3/25/75.
HH-520	Haight St.-Stanyan St. to Central Ave. Painting Steel Trolley Poles	4,248				Contract awarded to J.Wm. Sorensen, Inc. by PUC on 3/11/75. Awaiting Contractor's submittal of insurance certificates.
MR-595R	Junipero Serra Blvd. Tranck Reconstruction	68,640	15	75	100	Contractor installed temporary crossover at various locations for single track operation.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	5	85	100	Continuing with trolley pole installation. All duct bank has been completed.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

March 1975

Contract No.	Title	% Completed This Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
1	Fifth to Seventh	0	100	All work completed.
2	Front to Fifth	0	90	Routine maintenance of overhead facilities.
3	Eighth to McCoppin	0	61	Routine maintenance of overhead facilities.
5	United Nations Plaza, Phase I			Pre-construction meeting was held on 2/19/75. No Hetch Hetchy work has been started.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	5	85	Installed 4-3" conduit between manholes 118 and 119 for restored Muni feeders.
1S0033	Castro Street Station	15	85	Restored inbound streetcar to Market St. and left turn onto Castro.
1S3051	Embarcadero Mezzanine	5	85	Restored feeders and some wood poles on south side of Market Street.
1S3026	Civic Center Station Entrance No. 3	5	100	All work completed. Hetch Hetchy TIP and Task Force representatives attended a final inspection tour on 3/28/75.

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

April 22, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-65

Call to Order: 2:45 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph J. Diviny

The minutes of the regular meeting of the Commission held April 8, 1975 were approved.

RESOLUTION NO.	
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0147 H	Bid call for HH Contract No. 518 - Overflow shaft extension at Tesla Portal of Hetch Hetchy Aqueduct
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0148 H	Approving excess modification in amount $441.60 - HH Contract No. 498 - Construction of manholes and underground duct banks in West Portal Avenue and Taraval Streets, St. Francis Circle to 20th Avenue - Power Improvement Program
	Vote: Ayes- Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0149 H	Approving collection of Bureau of Light, Heat, and Power damage claims - Month of March 1975 - and transferring to Bureau Delinquent Revenue for collection.
	Vote: Ayes - Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0150 W	Approving settlement $54,435 payable to City and County of San Francisco from defendants Rockwell International Corporation, Neptune International, Inc., and Badger Meter, Inc., in water meter antitrust action
	Vote: Ayes-Flynn, Byrne, Berman, Carey
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0151 W	Awarding WD Contract No. 1649 - Amount, $61,093.00 for excavation and repaving for water service trenches - Bepco, Inc. of Oakland

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0152 W Approving substitution of Bayside Mechanical Contractors for Harry Lee Plumbing and Heating, Inc., as sub-contractor for heating, ventilating and airconditioning work under WD Contract No. 1510, construction of Sunol Valley Water Filtration Plant enlargement - Dan Caputo Company general contractor.

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0153 W Completion of WD Contract No. 1645 - Furnishing and installing protective relays for San Andreas Water Filtration Plant electric system - Authorizing final payment to Brayer Electric Company, Contractor

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0154 W Award of WD Contract No. 1678 - 12" main installation at 15th Avenue and Lake Street to upgrade service to United States Public Health Service Hospital - W. L. Fairey, Palo Alto - Net amount, $32,306.00

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0155 M Approving amendment to agreement with DeLeuw Cather & Company for design of Twin Peaks Tunnel repairs, increasing the total payment from $70,100 to $102,650 and the fee from $5,961 to $8,011, to cover cost of monitoring of cracks for a four-year period

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0156 M Bid call for MR Contract No. 615 - Passenger Waiting shelters

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0157 M

Transferring on permanent loan to Pacific Coast Chapter of the Railway and Locomotive Historical Society for purpose of historical preservation and display, 1939 White motor coach 062

Vote: Ayes-Flynn, Byrne, Berman, Carey

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0147-MR

Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway - Total amount $10,470.55.

Vote: Ayes-Flynn, Byrne, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

******

PUBLIC HEARING To consider revision of schedule of rates and discounts to be charged by Public Utilities Commission for Hetch Hetchy electric power service.

Oral L. Moore, Hetch Hetchy System General Manager, outlined the aims and objectives of the proposed rate schedules.

The Hetch Hetchy Water and Power System, with its three hydroelectric generating plants, generates nearly two billion kilowatt hours of electric energy annually. This energy will be sold during the fiscal year 1975-76 to the Modesto and Turlock Irrigation Districts, several industrial customers assigned under contracts with Pacific Gas and Electric Company, and to various departments of the City and County of San Francisco. A small amount will be sold also to miscellaneous customers.

No changes are proposed in the rates to Modesto and Turlock Irrigation Districts who are contract customers using about 45% of the electric energy sold by City. The current contracts are effective until June 30, 1985.

The rates City charges industrial customers, who use about 25 per cent of the energy sold by the City are at the same level as rates established by the California Public Utilities Commission for private producers.

Rates to miscellaneous customers and the various departments of the City are established by the PUC, and these are the rates under consideration at this time. The proposed schedule provides for the following, subject to approval by the Board of Supervisors:

1. A set of currently effective Pacific Gas and Electric Company rates which is appropriate to the disposal of Hetch Hetchy power for like class of service.

2. The new rates are to be made effective to private consumers without discount in order to keep such charges competitive with other utilities.

3. The new rates are to be made effective to the municipal departments of the City and County of San Francisco with a discount in order to reduce the charges to the equivalent of the cost of service.

The current power rate schedules for private consumers and Municipal departments were those of the Pacific Gas and Electric Company for like class of service at the time the schedules went into effect on July 1, 1958.

Rapid escalation in fuel costs and general inflation have caused PG&E to increase rates at frequent intervals and in ever greater amounts. In view of this steep upward trend, the Commission should modify the 1958 rate structure to reflect current PG&E rates, thereby gaining additional revenue from the sale of Hetch Hetchy power to private consumers, primarily Norris Industries (Operator of the Riverbank Army Ordinance Plant) and tenants of San Francisco International Airport.

Adoption of the proposed rates will increase rates to miscellaneous customers by about 60 per cent and will increase the net income to

Hetch Hetchy by about $11,800 per month in fiscal year 1974-75, and by about $142,000 for fiscal year 1975-76.

A significant effect of the new rates will be an increase in charges for electric energy sold to the San Francisco International Airport for resale to its retail consumers. The charges for this resale energy will be based on the new rates without discount and will increase the net income to Hetch Hetchy by about $80,000 per month in fiscal year 1974-75, and by about $1,064,000 for fiscal year 1975-1976.

The charges for electric energy supplied to the City departments, as indicated by an analysis of the costs to serve during fiscal year 1973-74, should be increased by about $5,500 per month in fiscal year 1974-75 and by about $73,700 in fiscal year 1975-76.

Mr. David Hirsch, counsel for Norris Industries, appeared with Colonel Frank J. Dorsey, Office of the Staff Judge Advocate, Headquarters, 6th U. S. Army, Presidio of San Francisco.

They objected to the proposed increase, claiming the PG&E rate increase was due to increased fossil fuel costs, while San Francisco's power generation is hydroelectric and the parallel escalation is not justified. They asked for a cost justification explanation. Mr. Hirsch pointed out that while the Riverbank plant is idle, the stand-by charge is presently $1800 per annum, with a two-year cancellation period. With the proposed increase, this would amount to $52,000 per year; or a minimum of $100,000 before cancellation of the contract could be effected. They also claimed the proposed adjustments are not in keeping with the intent of the Raker Act, and that inasmuch as the Riverbank plant is a Department of Defense operation there is a legal question involved. They asked for a postponement so that some of the ramifications can be discussed with staff before a determination is made by the Commission.

Gordon E. Davis, Attorney for United Air Lines, sub-tenant for power at San Francisco International Airport, also asked for postponement. Notice of the hearing did not reach UAL until yesterday. He said the proposed schedule would increase UAL's bill $537,500 per year. There may be a legal question here in that the airlines have contracts to receive energy from the Airport at defined cost rates. He too asked for a cost analysis from the City to show justification for the increase. A lengthy discussion followed by the Commission, during which Utilities General Counsel William F. Bourne outlined City's rights under the Raker Act, and the Commission's powers and discretions with regard to its rate-fixing authority.

Mr. Moore pointed out that with the new rates, private consumers and Airport tenants would pay City no more than they would pay PG&E if they were buying in this area; that the City has an outlet for all of the power it can generate over and above its municipal needs through the PG&E customers, and it would be his recommendation that if the private consumers should decide they no longer wanted service from the City, that the Commission discontinue serving them and serve the PG&E customers.

Commissioner Byrne moved, seconded by Commissioner Carey, that the hearing be put over until the next meeting.

On roll Call, Commissioner Flynn passed, Commissioners Byrne and Carey voted aye, and Commissioner Berman voted no. Commissioner Flynn then voted no, and the motion failed to carry.

Commissioner Flynn then moved that the proposed schedule of rate revisions be adopted. This motion died for lack of second.

Commissioner Flynn then moved that a public hearing on the proposed rate revisions be held on Tuesday, May 27, 1975 at 2:30 p.m.; Commissioner Carey seconded; and the motion was unanimously approved on roll call.

******

Shortly after 4:00 p.m., Commissioner Carey requested that the Commission interrupt proceedings with the Water Department agenda in order to hear his report on the status of the Muni security force and possible avenues for new funding. He had asked two officers from the San Francisco Police Department (Lt. Walter Braunschweig of the Field Service Division and Sgt. George Smith) to be present to address the Commission with their views of the operation. Both are responsible for the staff in the field.

Commissioner Carey said the original grant of $285,000 to provide for training by the Police Department of 50 Muni security personnel expires June 30, 1975. During the past two weeks Muni staff and executive officers of the Police Department have met and reviewed the present situation with regard to personnel. A determination will be made in about two weeks.

Lt. Braunschweig presented the official position of the Police Department and reviewed the unit's performance.

He said it would be at least two years before regular police personnel will be available for certification to Muni Transit Security. The Department would like to add 25 positions to the 47 persons in the unit. It would thus be able to cover 14 lines a day. Lieutenant Braunschweig said the additional positions should be filled on a strict selective basis.

Commissioner Carey said Capt. Jeremiah Taylor has indicated that additional funding for personnel will be provided if another 25 positions are approved.

He said it would be his position that the Commission go on record requesting the necessary steps be taken to apply for necessary funding and secure 75 security personnel as of July 1, 1975, with the condition that every effort be made during 1976 to obtain other types of funding if available.

Commissioner Byrne said Commissioner Carey's motion was out of order. He suggested that the Commission proceed with the calendar and this matter should be scheduled for another meeting.

Commissioner Berman, referring to an unsigned report handed to them by Commissioner Carey, asked whose report it was. Commissioner Carey stated it was prepared by Mr. Flynn, the Commission Secretary. Commissioner Carey stated the Commission had agreed to consider this today and as there is a demand for funding, the Office of Manpower has requested that the necessary documents be processed as early as possible.

Commissioner Flynn voiced very strong objection to the interruption of the calendar with this item, and to the scheduling of outside testimony without advance notification to the Commission and approval of the President.

Commissioner Carey said he had informed Mr. Thomas G. Flynn, the Commission Secretary. Commissioner Flynn admonished the Secretary for failure to clear it with the President, and instructed him that all future calendar items, including those from Commissioners, were to be cleared through the President.

******

Water Department Calendar Item #5, requesting an extension of 35 days for awarding WD Contract No. 1678, in order to obtain formal authorization of the U. S. government, was taken off the calendar at the request of the Water Department. The work covers installation of water mains at 15th Avenue and Lake Street to update service to U. S. Public Health Service.

Arthur H. Frye, Jr., Water Department General Manager, stated the required signatures had been secured; and he requested the Commission to award the contract to the low bidder, W. R. Fairey of Palo Alto, in net amount of $32,306.00. The Commission approved the award (Resolution No. 75-0154.)

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Water Department Calendar Item #6, authorizing right of way lease to Marriott Corporation for parking, landscaping, and utilities crossings, was taken off calendar on motion of Commissioner Byrne, seconded by Commissioner Berman.

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Municipal Railway Calendar Item #1 (Over from previous meeting) Approving amendment to agreement with International Engineering Company, Inc., increasing from $478,200 to $561,550 the design fee for the MR transit car maintenance facilities, storage facilities, and terminal.

Commissioner Berman praised the quality of the staff report detailing the background of the contract changes, but noted the report raised even further questions on the subject.

He indicated it was clear from the report that going back as far as November, 1973, there had been considerable conversations, agreements and work performed without any presentation to the Commission.

He said there were other detailed items that were equally bothersome.

An approximate verbatim transcript of Commissioner Berman's presentation follows, with references made to staff documents contained in the official Commission file on this calendar item:

1. "From the letter, 7-10-74, titled 'Studies, Design and Cost Estimate PUC Office Building'

'In accordance with letter from the Program Manager, Transit Improvement Program'....."I take that to mean that is our Program Manager and not their program manager..." 'In accordance with letter from the Program Manager, Transit Improvement Program, dated 6-27-73, subject, Muni Metro Rail Center, Proposed Office Building....IECO conducted studies and prepared a preliminary design and cost estimate for an office building proposed for the Rail Center. The Program Manager stated that the requested work was beyond the scope of work of our present contract and requested that work be performed prior to negotiating an amendment to our contract.'

"This work is admittedly outside the scope of the contract and I don't understand how our program manager could agree and instruct anybody to do that work prior to negotiating an amendment to our contract, and why it would behoove our program manager to indicate to IECO that it was outside the contract. I think it would be up to IECO to ask and not the other way around as indicated in that particular communication."

2. "In reference to the 'Amendment to Contract between International Enginering Company and City and County of San Francisco' paragraph A states:

   'A. Determine feasibility and prepare conceptual design including preliminary cost estimate of a San Francisco Public Utilities Commission headquarters building proposed for location within the project area, $8,328.'

   "And yet on page 3 of the same report:

   'At our request the architect'..(and I assume that architect is somebody different than IECO)..'agreed to work with us in establishing some rough design parameters for the building and to prepare rough cost estimates.'

   "I see two people doing the same work. From one there is no request for additional fees while the other doing the same work is asking for additional fee of $8,328. It doesn't indicate here what the estimate was by the architect. And if indeed the architect did give us a rough design parameter, then there was a duplication of effort on the part of the consulting engineers at a cost of $8,328."

3. "On paragraph 'B' of the same report: 'In the early stages of the design work...'

   "Where does it indicate how much work had been done at this point, such as man-hours or otherwise, to substantiate claims that the work was well in hand, and that progress had been made to a point where these fees became necessary and reasonable. In this report it says, 'In the early stages.' How early is 'early'? In the spring of February 1973?

"This leaves great doubt in my mind as to the propriety of some of these facts--$781 for the services of the Landscape Architect, and $4944 for the enlargement charges.

"Page 6: 'Using IECO's composite man-hour figure, this amount is equivalent to, roughly, 220 man-hours.'

"If this was done in early stages, how many original man-hours were spent on this particular phase?"

4. "C, Second Paragraph:

'As we entered the detailed design phase of the Metro Center Design Project, we were confronted by the fact that in many cases, the Boeing Vertol Company was unable to provide sufficient information...'

"Again the indication is that right at the very beginning as you entered the design phase of this particular situation, certain situations were very much in evidence that would seem to indicate work should indeed be stopped, or if it had not started, that a great deal more research was desired."

'The largest single element of redesign caused by uncertainties over vehicle components involved the wheel truing machine.'

"I say that goes back to what was said as we entered that particular area.

"Page 8, in the paragraph towards the bottom:

'Inasmuch as the wheel truing machine will cost an estimated $360,000, it was necessary for IECO to prepare an analysis of the relative costs of several different methods of maintaining the wheels. This analysis probably would not have been necessary had Boeing followed its original intentions with respect to LRV truck design.'

"You do not go on to indicate that it would be very desirable, from our point of view, as to what alternatives there are to a wheel truing machine that would have constituted a saving of $360,000, or would have cost $360,000.

"Now, with all that uncertainty on pages 8 and 9, it is not inconceivable why the work progressed with such uncertainty.

"On Page 9, paragraph 2, we note:

'The total for all work, including work yet to be accomplished when the remaining technical information is forthcoming from Boeing, therefore, comes to $34,751.'

"This doesn't state explicitly how they could charge for work that was yet to be accomplished, or how they could price that by just pulling figures out of the air. Pulling

figures out of the air makes the entire $83,000 suspect!"

"From the same document:

> 'While it is incumbent upon a designer to perform such investigation as is necessary to complete his design, we do not feel one designer is responsible for the costs of extra work required by unexpected modifications in the work of a separate and independent designer.'

"I say that if it is incumbent upon a designer to perform such investigation as it is necessary to complete his design, then I feel IECO did not in this particular work in this instance perform such investigation."

5."On Page 11:

> 'By this time the Muni had, at least tentatively, decided to recommend that a new headquarters building be constructed in the area immediately to the south of the main shop building. It, therefore, appeared that a more logical and certainly less controversial location for the operations room would be on the ground floor of the new building.'

"In this report it states there had been a number of questions raised relating to a safety problem involved with the people moving from the building over the area where work was going on and cars were in movement, and it was a safety problem of serious consideration in your minds.

"Isn't this a problem whether a headquarters building was being built or not, and should it not have been taken into consideration at that time?"

6."On Page 13:

> 'In the spring of 1973, we were requested by Mr. Oral L. Moore, the General Manager of Hetch Hetchy, to consider the possibility of incorporating a Hetch Hetchy DC substation within the Metro Center in order to preclude the necessity for Hetch Hetchy's developing a much more expensive site at some other nearby location.'

"You refer again to spring of '73. In this entire report, which I am so concerned about, this is the only area where there were circumstances where an additional input was asked of the consulting designer that was not part and parcel of the original plan.

"This was completely different, and in my view an addition that was warranted. But why did it take from spring until June? Because in the next paragraph it states:

> 'Since this accommodation to Hetch Hetchy was clearly in the City's best interest, IECO was instructed in June of 1973 to proceed with the design of the necessary facility, etc.'

"From early spring to June, IECO was doubtlessly involved in work with these plans. I don't understand why the great interval of time, which eventually led to request for their extra service.

"Of all the sums, that is the one most justifiable. That is the only time IECO performed unavoidable extra work."

7. "Page 15. It says on the bottom paragraph:

> 'Despite repeated inquiries by IECO representatives early in the design period, not all of the needed operating parameters became clear until somewhat later in the design period. It was only after a series of meetings had occurred that we developed a clear enough understanding about operating requirements to recognize the need for the auxiliary platform. By this time, IECO and its sub-contractors had proceeded in the work where additional redesign and investigation was necessary.'

"Now, that indicates to me, and it is very clear and concise information, of precipitous action with IECO before Muni decided to add the platform necessary at that time."

8. "Also on page 18, next to the last paragraph; there is vague reference to discussing a proposal with the Department of Public Works representatives a DPW plan for widening Ocean Avenue.

> "When did that conversation take place, and why didn't it occur in time to prepare plans properly in the first place?
>
> "My main concern is: The original contract required the consultant to thoroughly familiarize himself with latest transit car maintenance and storage technical designs, including supporting facilities. However, there is no obligation placed upon him to track down undeveloped design techniques.
>
> "Who is it really that says the consultant did not have an obligation, that it was a matter of judgment as to what is defined as consultant's specialized knowledge and experience?
>
> "In view of all these concerns, I am critical of the request for the $84,000, and in my considered judgment, I would request the president that the staff go back and renegotiate, or whatever recourse is available to us, and disallow not all the request but a substantially great amount. That's my own evaluation and considered judgment."

Commissioner Flynn suggested that Commissioner Berman work with the staff in determining responses to these questions, and Commissioner Berman agreed.

Commissioner Joseph Byrne voiced his disapproval of the amendment being submitted to the Commission after the work was completed, noting:

> "I have always assumed, rightly or wrongly, when there is a change before proceeding it should come before the Commission where there is an add or deduct. Maybe I missed meetings. I don't remember. We are handed a lump sum of changes that have been approved by someone other than the Commission, it seems to me. If the Commission does not have the authority to approve or disapprove changes in work I would like to learn about it."

Commissioner Flynn asked how much of the work had been performed and Rino Bei responded that practically all of it had been completed.

Commissioner Berman asked the Public Utilities Counsel, Mr. William Bourne, what was the Commission's liability on work already performed.

An approximate verbatim transcript of Mr. Bourne's comments and additional discussion regarding legal questions relating to the calendar item follows:

Mr. Bourne: "Of course, there should be no contract, or contract price, ordinarily, without the consent of the Commission. I would say, however, if the Commission was not aware of what had gone on in this regard, that there would be no liability for the funds that were expended, if they were expended. The difficulty now is giving authorization for work that has already been done and paying without having been originally authorized to increase the scope of the work and thus the price for it."

Comm. Flynn: "I think I hear you saying there is obligation for some of the work performed, but it is not the Commission. It has been my request and the staff has cooperated, and has verified, there has been no payment towards the changes. I see obligation somewhere. All of these orders were either signed by Bei or Cauthen, and now they tell us the work has been done...the fact that it has not been paid for is critical but would have been more critical if the funds had been expended."

Mr. Bourne: "It's true."

Comm. Flynn: "I won't vote for this in conscience."

Mr. Bourne: "There may be a question along the line - the question of whether the contractor could ever recover from anybody. Under legal requirements I think he would be bound to know that increases, in contractual obligation of CCSF to him, would have to follow legal processes which have not been followed. Was there any necessity to certifying funds available?"

Rino Bei: "This is a City contract, with maximum amount of $478,000; payments have not been made in excess of that."

Comm. Flynn: "The original amount of $478,000 has not been paid: $460,000 expended. I see no problem there. That was my main concern. I am satisfied there have been no further expenditures in excess of what has been authorized. My question is where there is obligation for completing $83,000 over and above the contract which has never been before this Commission...a work order authorized in 1973 and the Commission first hears of in 1975."

Mr. Bourne: "It would appear there would be no legal obligation for CCSF to pay for those extra services without first having gone through the legal requirements to authorize such services and payment. It might be just as well to refuse to pay them and if there is any payment, to have them sue CCSF for a court determination."

Comm. Carey: "In relationship with Berman meeting with some of the staff, in viewing some of the areas he addressed himself to. In light of subsequent conversations, I would think it would be an undesirable step to take."

"It would appear that Bei and staff should be entitled to present to this Commission the information as to why certain changes had been made. It may be possible we may determine in our judgment that they had acted without our authority, that reasonable steps had been taken by them without authority. I think they should have ample time to respond in public."

K.R.Boyd: "I hesitate to interrupt in a matter not concerning the Water Department. I heard a distinct question by your chairman and an answer that in all probability the Commission would not be legally responsible for that sum. I would hope the President would address himself to the question as to whether a staff member would be personally responsible."

Mr. Bourne: "May I answer? In my opinion there would be no personal legal responsibility of the staff member. The contractor in this instance would have to know the proper legal steps had not been taken. It has to be actual malice, actual bad faith, or corruption. I don't think they would recover. They are bound to know what our local law provides."

Comm. Byrne: "I don't think we have a legal obligation, but I think there are probably several items here we do have a moral obligation to pay--where the scope has been extended at the owner's request. I would like to go along with Berman's request that possibly this could be reviewed with Bei and make some sort of compromise."

Comm. Berman: "I still would like to see this matter and amount negotiated and hopefully reduced, that I could not in clear conscience accept. I am sure that before this is over that the President will admonish the staff and all concerned so that we don't have a repeat of these circumstances."

Comm. Flynn: "I don't want to do any more admonishing. In these instances all the general managers are here - except the general manager of the Municipal Railway. Not only we cannot accept this in the future but we expect any contract that comes to this Commission for modification in the future must reach us in reasonable time...somewhere in the area of 30 days. We want it heard before--not after. For any work in the future they must tell us: 'No portion of the work requested has been performed.' "If a contrary situation develops, we will have an executive session in the City Hall that will be long remembered! Let's go for Berman's suggestion - take it off calendar."

OFF CALENDAR.

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James J. Finn, Director of the Bureau of Transportation, presented an explanation of Municipal Railway Calendar Item #5, approval of the operation of Golden Gate Transit Route 64 through Western San Francisco.

The staff of the Golden Gate Bridge, Highway and Transportation District have requested endorsement from the San Francisco Public Utilities Commission and approval of the Board of Supervisors to permit the operation of their Route 64 in Western San Francisco. The route will also permit access via public transit from Marin County to major recreational sites within San Francisco and operation of the route is subject to the provision of minimum support of $9,000 from the National Parks Service and $1400 from the Marin County Transit District.

Mr. Finn pointed out that under the proposal the District agrees to maintain its existing policy of permitting only passengers boarding in San Francisco for trips from San Francisco to Marin, and passengers alighting on trips from Marin to San Francisco.

Mr. Samuel W. Walker, Secretary-Treasurer, Transport Workers Union, Local 250A, opposed the plan on the basis that it was taking work away from the San Francisco transit operators.

The item was taken off calendar to permit further discussion of this matter in the Muni's management-labor committee.

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General Manager of Public Utilities Items:

The Commission set Tuesday, April 29, 1975 at 1:30 p.m. for special meeting to consider acceptance of interest bid on sale of $26.4 million transit improvement bonds by the San Francisco Municipal Railway Improvement Corporation, and necessary actions related thereto. Motion by Commissioner Berman, seconded by Commissioner Byrne.

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Acting General Manager John M. Christensen, Jr., advised the Commission there would be an item on the next meeting calendar relating to discount fares for transportation service in the Bay Area to the handicapped and elderly.

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Water Department General Manager Arthur H. Frye, Jr., presented a report on the San Mateo County master plan for use of the Filoli Estate upon transfer of that property to the county. This parcel of land is located in the southern section of the Peninsula watershed. Mr. Frye requested that the Commission meet with representatives of San Mateo County, the Estate, and the planning consultants, for an informational briefing on the development and operational management concepts for the entire complex.

The Commission secretary was requested to arrange a meeting date.

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Communications:

Letter addressed to the Commission from Miss Marguerite Warren requesting a response to her earlier communication addressed to the General Manager.

Commissioner Flynn directed the secretary to inform the General Manager of the receipt of this letter and to advise him to communicate with Miss Warren.

Roll Call:

Commissioner Carey requested that the matter of the Muni security force be considered at the next regular Commission meeting.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0147

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 518

TESLA PORTAL

OVERFLOW SHAFT EXTENSION

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Class 1, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0148

RESOLVED, That this Commission approves a Debit Modification in the amount of $441.60 to provide funds for additional work to modify the precast manholes, as set forth in Modification No. 1 to Hetch Hetchy Contract No. 498, West Portal Avenue and Taraval Street, St. Francis Circle to 20th Avenue, Underground Duct System.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0149

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of March, 1975.

Bureau of Light, Heat and Power	$1,024.73
Bureau of Delinquent Revenue	4,570.43

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the transfer of delinquent accounts in the amount of $7,903.53 from the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0150

WHEREAS, the City and County of San Francisco, a municipal corporation, is the plaintiff in a civil action for damages under the Federal Antitrust Laws, under the caption "City and County of San Francisco, a municipal corporation, Plaintiff v. Neptune Meter Company, Rockwell Manufacturing Company, Badger Meter Manufacturing Company, Hersey-Sparling Meter Company, and Worthington Corporation, Defendants," in the United States District Court for the Northern District of California, No. 50192 Civil; and

WHEREAS, the defendants Rockwell International Corporation, Neptune International, Inc. and Badger Meter, Inc. have made an offer to the plaintiff City and County of San Francisco in the above entitled action by way of compromise and settlement of claims based on transactions of said settling defendants which are included, among others, in said action; and

WHEREAS, the City and County of San Francisco and said settling defendants Rockwell International Corporation, Neptune International, Inc. and Badger Meter, Inc. have agreed to compromise and settle said claims against said defendants, on execution of instruments in form satisfactory to the City Attorney, whereby said settling defendants shall pay to the City and County of San Francisco the sum of approximately $54,435 in settlement of said claims; and

WHEREAS, the aforesaid sum of $54,435 represents a proportionate share of all plaintiffs' settlements in the amount of $1,000,000, minus $50,000 attorneys' fees, except plaintiff Kansas City, Missouri has a separate settlement of $250,000; and

WHEREAS, the aforesaid $50,000 legal fees has been set aside out of the total sum of $1,000,000 to cover legal fees to the law office of Joseph L. Alioto, liaison counsel for all plaintiffs in the amount of $35,000, Draper, Adams & Huntington, attorneys at law, for legal fees in the amount of $10,000, and City of San Diego attorneys' fees in the amount of $5,000; and

WHEREAS, no proportionate share of the aforesaid $35,000 legal fees payable to the law office of Joseph L. Alioto will be paid by the City and County of San Francisco;

NOW, THEREFORE, BE IT RESOLVED:

1. That said compromise and settlement with the settling defendants Rockwell International Corporation, Neptune International, Inc. and Badger Meter, Inc. is hereby ratified and approved.

2. The City Attorney of the City and County of San Francisco is hereby authorized to execute any and all instruments in said compromise and settlement with the settling defendants Rockwell International Corporation, Neptune International, Inc. and Badger Meter, Inc. as provided herein.

3. The City Attorney of the City and County of San Francisco is hereby authorized to dismiss with prejudice said Action No. 50192 Civil, as to the settling defendants Rockwell International Corporation, Neptune International, Inc. and Badger Meter, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0151

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1649 - Excavation and Repaving for Water Service Trenches - to Bepco, Inc. in the amount of $61,093.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0152

WHEREAS, the City and County of San Francisco, acting through the Commission, has awarded Water Department Contract No. 1510 for Construction of Sunol Valley Water Filtration Plant Enlargement to Dan Caputo Company, pursuant to which award said parties have entered into and executed the subject contract, and

WHEREAS, Dan Caputo Company has by letter dated April 3, 1975 and pursuant to the provisions of subject contract requested the following substitution of subcontractors at no extra cost to the City:

> Withdrawal of Harry Lee Plumbing and Heating, Inc. and substitution of Bayside Mechanical Contractors for all the Heating, Ventilating and Air Conditioning work on the contract, and

WHEREAS, Harry Lee Plumbing and Heating, Inc. has notified the Dan Caputo Company by letter dated March 19, 1975 that, due to financial difficulties, it will not be able to perform the required subcontract work under subject contract, and

WHEREAS, Bayside Mechanical Contractors are fully qualified to do the required HVAC work and are licensed under Classes C4 (supplemental), C20 and C36 by the State of California to do the HVAC work,

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby approves the request of Dan Caputo Company, General Contractor, to substitute Bayside Mechanical Contractors for Harry Lee Plumbing and Heating, Inc. as subcontractor to do all the heating, ventilating and air conditioning work required under Water Department Contract No. 1510.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0153

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Final Payment in amount of $5,233.00, in favor of Brayer Electric Company under Water Department Contract No. 1645, Furnishing Protective Relays for San Andreas Water Filtration Plant - Electrical System, and allows sixty seven (67) working days unavoidable delay due to the Contractor having to wait for delivery of electrical equipment from General Electric Company's Philadelphia, Pennsylvania plant.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0154

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1678 - 12-Inch Ductile Iron Main Installation in 15th Avenue between California and 220 feet North of Lake - to W. L. Fairey in the net amount of $32,306.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0155

WHEREAS, An Agreement for providing professional services in connection with design of Twin Peaks Tunnel Repairs has been entered into between this Commission and the firm of DeLeuw, Cather and Company; and

WHEREAS, During the course of the preliminary design phase the Consultant discovered conditions in Twin Peaks Tunnel requiring long-term monitoring of a portion of the tunnel conditions not anticipated either by City or Consultant; and

WHEREAS, Changes to the original Twin Peaks Tunnel Repair contract require increased services of the Consultant to perform the aforementioned monitoring; and

WHEREAS, Total payment to the Engineer will be increased from the original agreement of $70,100. to $102,650., with fixed fee increased from $5,961 to $8,011; and,

WHEREAS, This proposed agreement has been approved by the Urban Mass Transportation Administration; now therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute Amendment No. 1 to the Agreement with the consultant, DeLeuw, Cather & Company to undertake the additional professional services required.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0156

WHEREAS, The Transit Improvement Program, under Contract No. MR-615, plans to install passenger waiting shelters at various Muni boarding locations; and

WHEREAS, The San Francisco Art Commission, by Resolution No. 1974-52, approved the installation of these passenger waiting shelters; and

WHEREAS, This project is categorically exempt from the provisions of the California Environmental Quality Act; and

WHEREAS, Plans and specifications for Contract No. MR-615 have been prepared and are herewith submitted to this Commission for approval; now therefore be it

RESOLVED, That this Commission hereby approves said plans and specifications; and be it further

RESOLVED, That this Commission hereby authorizes the Transit Improvement Program to advertise for bids to be received for Contract No. MR-615; and be it further

RESOLVED, That said approval is subject to the concurrence of the Urban Mass Transportation Administration of the U.S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0157

WHEREAS, The Pacific Coast Chapter of the Railway and Locomotive Historical Society has expressed the desire to acquire a Municipal Railway motor coach of the 1939 model White class for historical preservation and display; and

WHEREAS, The Municipal Railway possesses in coach #062 a vehicle of the type requested, and said vehicle can no longer serve a useful operating purpose; and

WHEREAS, The Railway and Locomotive Historical Society has agreed to hold the City and County of San Francisco, the Public Utilities Commission, and the Municipal Railway harmless for any liability or damage that might be sustained in the removal and transfer of coach #062; now, therefor, be it

RESOLVED, That the Public Utilities Commission hereby authorizes the General Manager of the Municipal Railway to transfer to the Pacific Coast Chapter of the Railway and Locomotive Historical Society Coach 062, further identified by serial number 215011 and bus style number 784 for the express purpose of preservation and display for historical purposes; and be it further

RESOLVED, That said transfer be hereinafter designated as a permanent loan.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 22 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0147-MR 4-22-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Robert E. Buss	74 T 1042-1 $100,000.00	1-3	1-20-75	(A $2,892.94) (B $ 457.06)	$ 3,350.00
Floyd Wong for wrongful death of his mother, Yee Shee Wong	74 C 0372-1 $2,511.95	15-1+	3-13-75	A	2,511.95
Litigated Settlement - CA Office					
Anna Brown and Johanna Craven	69 B 3111-3 $10,000.00 (Brown)	2-7+	6-10-70	(A $2,600)	
	69 B 3111-2 $6,000.00 (Craven)	2-7	6-10-70	(A $ 400)	3,000.00
Judgment					
Anne T. McQuillan	72 C 0531-2 $4,750.00 (includes $108.60 costs, plus interest if demanded)	1-8	6-20-73	A	1,608.60
					$ 10,470.55

Total settlements: 5

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 22, 1975.

Secretary and Assistant General Manager

4-22-75

MONTHLY REPORT FOR APRIL 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 72% to 109% of normal as of April 1. Alameda watersheds averaged from 94% to 118% of normal for the same period.

2. Hetch Hetchy water import: An average of 225.1 million gallons per day (MGD) for the month of March.

3. Sunol Valley Filtration Plant treated 6.9 MGD. San Andreas Filtration Plant treated 52.0 MGD.

4. Consumption (MGD average):

   March 1975 - 202.1) 3.3 per cent more
   March 1974 - 195.7)

   12 months preceding

   April 1, 1975 - 262.9) 4.6 per cent more
   April 1, 1974 - 251.4)

5. Storage (million gallons) as of April 1:

   Alameda Div.

   1975 - 38,148) 55.9 per cent more
   1974 - 24,464)

   Peninsula Div.

   1975 - 23,715) 1.1 per cent less
   1974 - 23,990)

   Total

   1975 - 61,863) 27.7 per cent more
   1974 - 48,454)

Operations and Maintenance

BARDT

Castro Street Station

8-Inch main on North side of Market Street, East of Castro, completed and in service.

Church Street Station

12-Inch main on South side of Market Street, Church Street to 15th Street, in service.

Embarcadero Station

24-Inch steel main in service.

Sunset Reservoir Leakage

An emergency was declared for repairs to correct leakage in the South Basin of Sunset Reservoir. Repair work was started April 1, 1975 and should be completed within two weeks.

Main Break

The 16-inch Sutro cast iron main broke on Niagara Street, West of Alemany Blvd., on March 25, 1975, at 3:15 a.m., causing extensive damage to street and sidewalk paving and leaving a portion of Niagara Street impassable. Nine homes in the area also were damaged. The cost of this damage has not been determined as of this date. This block has a history of main breaks apparently caused by subsidence. Under emergency procedure a new steel main has been installed. The pipe was purchased by the Water Department and was installed by Underground Construction Company. Final testing and chlorination are yet to be accomplished.

Vandalism and Intrusion

Ten sprinkler heads (valued at $15.00 each) were stolen from the North Basin of Sunset Reservoir.

Vandals continue to shoot into the Brightside Weir building in the Alameda Division. The walls have been reinforced around the recording instrument in order to protect it from damage.

A total of 83 persons were evicted from the Peninsula watershed property and 23 "No Trespassing" signs were replaced. Scores of motor bike operators

trespassed in the North Peak area especially. A survey is being conducted to recommend means to deter entrance by the motor bike operators in this area.

The North gate to Sawyer Camp Road was damaged twice; cars left the road just inside the North entrance, approximately two miles in from the North gate and about one-half mile in from the South gate, and crashed through the fence; and the fence at both ends of Lower Crystal Springs Dam was cut. Other damage included repositioning one of the rock pillars at Stone Circle, which was upturned, and repairing the wooden gate attached to it.

Filoli Estate

On April 2, 1975, Mr. Frye and Mr. Bardoff attended a meeting with John Brook, Director of Park and Recreation of San Mateo County, and Mr. McCulloch of EDAW, to discuss the preliminary use plan for the Filoli Estate developed by EDAW. Copies of the plan are being obtained and upon receipt will be furnished to the Commission for their information and any comment they may wish to make.

Water Sales

Total Collections

March 1975	March 1974	Increase
$2,143,742	$1,712,062	$431,680

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$1,896,843	$1,621,608	$275,236

Leases and Permits

Rents for the month of February included:

Santa Clara Sand and Gravel	$2,270.42
Crystal Springs Golf Course	3,965.03
Sunol Golf Course	1,910.95

Delinquent Accounts

Covered by Quarterly Report.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 19 vehicles.

Vehicular Accidents

During the month of March there were 3 accidents in none of which the Department driver was at fault. Our frequency rate for all accidents was 15.89 per million miles while driving 188,751 miles.

Industrial Accidents

There were no lost time injuries in March. There are a total of 10 for the calendar year.

Service Renewals

	March 1975	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	296	3,709

Meter Repairs

	March 1975	Fiscal Year 1974-1975
CDD - all sizes	414	3,644
Peninsula (inspected and repaired as needed	18	170
Contract Program 1,1-1/2, and 2-inch	-0-	356

Flushing

Flushing was completed in the Stanford Heights area roughly bounded by Quintara to Ulloa Streets and from 27th Avenue to Taraval and Dewey Streets.

	March 1975	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	121,100	351,700
Number of individual flushings to correct objectionable conditions	15	181

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS March 31, 1975

ITRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 2,998,738.36	70	77	20	Delayed by labor dispute. Work now progressing at normal rate.
-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,666,351.57 (MODIF.)	4,114,537.69	98	100	85	Landscaping remains to be completed.
-1665	Calaveras Dam Repair	1,568,900.00	1,188,180.00	84	64		Revised operating permit has been received from State to allow additional storage.
-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	70	Wet & cold weather delaying "Monoform" roofing.
-1668	Laying of 12" & 16" D. I. Mains in Harold Ave. & 17th Streets	120,254.00	0	15	20	3	Inclement weather.
-1670	Cement Mortar Lining - Howard, So. Van Ness, Sanchez and Other Streets	230,960.00	0	18	50	15	Delayed start by Contractor.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

March 31, 1975

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1600	Construction of Centralized Data Acquisition and Control System for C.D.D.	March 20, 1975
WD-1645	Furnish & Install Protective Relays for San Andreas Water Filtration Plant - Electrical System	March 21, 1975
WD-1671	Sunset Reservoir - North Basin Irrigation System	March 21, 1975

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

1:30 p.m.

SPECIAL MEETING

April 29, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-80

Call to Order: 2:00 p.m.

Present: Commissioners H. Welton Flynn, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

Absent: Commissioner Joseph P. Byrne

Purpose of Meeting:

1. CONSIDERATION OF acceptance of the interest rate offered for the sale of $26.4 million transit improvement bonds by the San Francisco Municipal Railway Improvement Corporation;

   acceptance of the lease payment schedule to meet the Bond payments;

   and authorizing the General Manager of Public Utilities to execute related lease documents.

   These funds will be used to finance construction of the second phase of the motor coach storage and maintenance facilities and the Muni Metro rail center.

2. REVIEW OF the year-end financial projections of the Water Department and Hetch Hetchy to fix the level of support available to the Municipal Railway and other City departments and to determine the existence of any surpluses.

RESOLUTION NO.	
	On motion of Berman, seconded by Diviny, the following resolution was adopted:
75-0158 M	Approving acceptance of interest rate of 7.1635% and lease payment schedules to meet payments on $26.4 million San Francisco Municipal Railway Improvement Corporation bonds, and authorizing execution of documents. Vote: Ayes-Flynn, Diviny, Berman, Carey
	On motion of Diviny, seconded by Berman, the following resolution was adopted:
75-0159 GO	Departmental excess surpluses, Fiscal Year 1974-1975 available for transfer to the General Fund - $2,050,000 Hetch Hetchy funds. Vote: Ayes-Flynn, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

Resolution No. 75-0158--Approving net interest rate of 7.1635 per cent for the sale of $26.4 million in San Francisco Municipal Railway Improvement Corporation Improvement Bonds, Series C, to construct the motor coach storage and maintenance facilities, Phase II, and the Muni Metro Rail Center; approving lease payment schedules; and authorizing execution of Amendment to Site Lease and Supplement No. 1 to Facilities Lease No. 2, and Site Lease and Facilities Lease No. 3.

Dr. John M. Christensen, Jr., Assistant General Manager-Finance, explained that the SFMRIC solicited bids on the sale of the $26.4 million in bonds, with financing supervised and implemented by Salomon Brothers, financial consultants for the Improvement Corporation.

Only one bid was received, at 10:00 a.m., today, April 29, 1975, in the offices of Orrick, Herrington, Rowley & Sutcliffe, bond counsel.

The successful bidder was Bank of America NT&SA; Merrill Lynch, Pierce, Fenner & Smith, Inc.; Crocker National Bank; Blyth, Eastman, Dillon & Company, Inc.; Dean Witter & Company, Inc.; Banc North West, Joint Managers in Association with First Boston Corporation; Goldman, Sachs & Company; Chase Manhattan NA, Joint Managers in Association with L. F. Rothschild & Company, Manager, at the net interest cost of 7.1635% over a 20-year period.

The interest rate stipulated ranged in various amounts for each year between 1979 to 1997--from 7 per cent to 7.50 per cent. The interest for the 20-year period will amount of $25,841,266.25.

The provisions of the Official Statement and Notice of Sale were met, and the Board of Directors of the SFMRIC has approved the bond counsel recommendation to make the award to Bank of America NT&SA et al.

Dr. Christensen pointed out that it had been anticipated that another syndicate headed by United California Bank would also be submitting a proposal. The money markets are so disturbed at the present time that United California Bank was unable to hold its syndicate together, even though the effective rate at which they were planning was 7.50%. As a result, some of the underwriters associated with United California Bank were released to join with the Bank of America in its proposal. Factors leading to this disturbance included the default on the New York City notes, the large impending sales in the next 30 days, the potential demand of the federal government for large sums in the immediate future, and the close proximity of the sale to the Controller's sale of April 21. The Controller's issue of $72 million remains $30 million unsold as of this date, and prices have been discounted ten basis points in order to move these bonds. It is obvious that the Controller's sale received an extremely beneficial rating for the City, which has resulted in large unsold inventories, which in turn have impacted on the rate received in this bid.

The Commission thanked Jack Dooling, Secretary of the SFMRIC, and Arnold Happeny of Salomon Brothers, for their work in this bond sale.

In answer to a Commission question as to the acceptability on the market place of these bonds, Mr. Happeny stated the non-profit corporation bonds would be sold out of syndicate and accepted in the

market place more readily than the currently held general obligation bonds of the City and County of San Francisco.

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Resolution No. 75-0159--Notifying the Mayor and the Board of Supervisors that current estimates and calculations indicate the availability of $2,050,000 from Hetch Hetchy System funds at the end of Fiscal Year 1974-75 for transfer to the City's General Fund.

Dr. Christensen stated that each year at this time of the budgetary cycle, there is a deficiency of revenues and excess of expenditures facing the City. Throughout the years it has been the intent of this Commission to provide maximum support to the general City welfare in every legal manner at its disposal. Examples of this have been the $20.8 million provided by the Water Department and the Hetch Hetchy System to the Municipal Railway over the past five years; the provision of free water to all City departments valued at $1.6 million annually; and the $4 million current annual discount on electric power provided to City departments by the Hetch Hetchy System.

Specifically, this fiscal year 1974-75, the total is $8.9 million: Muni support, $3.3 million; Water, $1.6 million; and Power, $4 million.

The budgets which the Mayor has approved for fiscal year 1975-76 contain $4.7 million for Muni support from the Water Department and the Hetch Hetchy System, and the PUC will be supplying City departments with $1.6 million free water and $4.6 million discounted power--a total of $10.9 million.

The effort by the Hetch Hetchy System to provide over $15 million local share to match $42 million federal funds for the Muni Power Improvement Program has placed a severe strain upon the financial status of the Hetch Hetchy System. As a result, its capabilities for providing support to other than its own performance requirements has become limited. However, two factors have arisen with respect to the Hetch Hetchy System which provide the opportunity to once again assist in meeting the City needs.

The first factor, conservation measures exercised by the City departments, has resulted in an increased quantity of power available for sale by Hetch Hetchy to other than City users. Secondly, the rates at which sales can be made to commercial customers have risen commensurate with the rise in rates set by the State Public Utilities Commission. The net effect of these two factors results in an estimated increase of revenues for 1974-75 of approximately $1,700,000, a decrease of $157,000 in wheeling charges because of reduced City departmental usage, and a decrease of $193,000 in the purchase of power to meet commitments. The total of these is $2,050,000.

Dr. Christensen stated that the Water Department at this time has no surplus funds available--that is, unappropriated funds in excess of 25 per cent of the total expenditures for operation, repairs and maintenance for the Fiscal Year 1974-75. Loss of water revenue has resulted because the increased rate schedule passed by the Commission in June of last year could not be implemented until November with effective dates in January and February this year.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0158

WHEREAS, This Commission approved the selection of the low bidder for the Motor Coach Storage and Maintenance Facilities, Phase II, in Resolution 75-0076, dated February 25, 1975, and the low bidder for the Muni Metro Rail Center, in Resolution 75-0102, dated March 11, 1975, and recommended to the San Francisco Municipal Railway Improvement Corporation (SFMRIC) that it make the award and prepare leases with the City in connection with the facilities to be procured; and

WHEREAS, The SFMRIC has solicited bids on a bond issue to provide the monies to accomplish the procurement; and

WHEREAS, The SFMRIC has received bids this date, a copy of the best of said bids has been presented to this meeting and is on file with the Secretary, and said best bid sets forth interest rates resulting in a net interest cost of 7.1635%; and

WHEREAS, Payment schedules for the aforementioned leases to amortize the debt service on the bonds at said interest rates are attached hereto; now, therefore, be it

RESOLVED, That this Commission approves the acceptance of the interest rates stipulated and the lease payment schedules to meet the bond payments; and, be it further

RESOLVED, That this Commission authorizes the General Manager of Public Utilities to execute the Amendment to Site Lease and Supplement No. 1 to Facilities Lease No. 2 (Motor Coach Storage and Maintenance Facilities, Phase II) and Site Lease and Facilities Lease No. 3 (Muni Metro Rail Center).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 29 1975

Secretary, Acting General Manager

SUPPLEMENT NO. 1

TO

FACILITIES LEASE NO. 2

(Motor Coach Storage and Maintenance Facilities, Phase II)

San Francisco Municipal Railway Improvement Corporation, a nonprofit corporation organized and existing under and by virtue of the laws of the State of California (herein called the "Corporation"), as lessor, and the City and County of San Francisco, a municipal corporation organized and existing under and by virtue of the laws of the State of California (herein called the "City"), as lessee, agree as follows:

The lease, dated as of February 1, 1974, between the Corporation and the City, entitled "Facilities Lease No. 2" and recorded on February 21, 1974 in book B856 of Official Records of the City and County of San Francisco at page 703 (herein called the "Lease"), is hereby supplemented and amended as follows:

1. Schedule 1 attached to the Lease is amended by adding the following paragraph thereto, so as to add the following property to the Leased Property:

Together with the improvements to be constructed on said real property (both Parcels One and Two) pursuant to Contract No. MR-617 (Motor Coach Storage and Maintenance Facilities, Phase II), between San Francisco Municipal Railway Improvement Corporation and William Simpson Company.

2. The term of the Lease is hereby extended three years, and said term shall end February 1, 1997.

3. In addition to the amounts set forth in section 3 of the Lease, the City shall pay to the Corporation, as an additional basic rental, the following amounts, semiannually not later than each of the following dates:

SUPPLEMENT NO. 1

TO

FACILITIES LEASE NO. 2

(Motor Coach Storage and Maintenance Facilities, Phase II)

Date	*Amount*
January 15, 1978	$190,344.50
July 15, 1978	575,689.00
January 15, 1979	575,689.00
July 15, 1979	583,064.00
January 15, 1980	583,064.00
July 15, 1980	573,789.00
January 15, 1981	573,789.00
July 15, 1981	562,989.00
January 15, 1982	562,989.00
July 15, 1982	552,739.00
January 15, 1983	552,739.00
July 15, 1983	541,964.00
January 15, 1984	541,964.00
July 15, 1984	531,664.00
January 15, 1985	531,664.00
July 15, 1985	519,764.00
January 15, 1986	519,764.00
July 15, 1986	509,634.00
January 15, 1987	509,634.00
July 15, 1987	498,944.00
January 15, 1988	498,944.00
July 15, 1988	487,694.00
January 15, 1989	487,694.00
July 15, 1989	476,884.00
January 15, 1990	476,884.00
July 15, 1990	465,444.00
January 15, 1991	465,444.00
July 15, 1991	453,374.00
January 15, 1992	453,374.00
July 15, 1992	440,674.00
January 15, 1993	440,674.00
July 15, 1993	428,025.00
January 15, 1994	428,025.00
July 15, 1994	413,666.00
January 15, 1995	498,666.00
July 15, 1995	400,330.00
January 15, 1996	485,330.00
July 15, 1996	385,027.50
January 15, 1997	470,027.50

FACILITIES LEASE NO. 3
(Muni Metro Rail Center)

San Francisco Municipal Railway Improvement Corporation, a nonprofit corporation organized and existing under and by virtue of the laws of the State of California (herein called the "Corporation"), as lessor, and the City and County of San Francisco, a municipal corporation organized and existing under and by virtue of the laws of the State of California (herein called the "City"), as lessee, agree as follows:

1. The Corporation hereby leases to the City, and the City hereby leases from the Corporation, all of the property described in Schedule 1 attached hereto (herein called the "Leased Property").

2. The term of this Lease shall be for nineteen years and three months, commencing November 1, 1977 and ending February 1, 1997, or a longer period commencing on such date prior to November 1, 1977 as the City shall take possession of the Leased Property and ending February 1, 1997.

If the Corporation, for any reason whatsoever, can not deliver possession of the Leased Property to the City by November 1, 1977, this Lease shall not be void or voidable, nor shall the Corporation be liable to the City for any loss or damage resulting therefrom; but in that event no basic rental shall be payable hereunder for any part of the Leased Property not yet delivered and accepted, with respect to the period between November 1, 1977 and the time when the Corporation delivers possession. The City shall, however, pay such part, if any, of the basic rental otherwise due with respect to such period, as shall be in proportion to any part of the Leased Property which has been delivered and accepted. The term of this Lease shall not be extended by such delay.

3. The City shall pay to the Corporation, as a basic rental, the following amounts, semiannually not later than each of the following dates:

FACILITIES LEASE NO. 3

(Muni Metro Rail Center)

Date	*Amount*
January 15, 1978	$ 662,736.75
July 15, 1978	863,533.50
January 15, 1979	995,853.50
July 15, 1979	874,596.00
January 15, 1980	1,006,916.00
July 15, 1980	860,683.50
January 15, 1981	993,003.50
July 15, 1981	844,483.50
January 15, 1982	976,803.50
July 15, 1982	829,108.50
January 15, 1983	961,428.50
July 15, 1983	812,946.00
January 15, 1984	945,266.00
July 15, 1984	797,496.00
January 15, 1985	929,816.00
July 15, 1985	779,646.00
January 15, 1986	911,966.00
July 15, 1986	764,451.00
January 15, 1987	896,771.00
July 15, 1987	748,416.00
January 15, 1988	880,736.00
July 15, 1988	731,541.00
January 15, 1989	863,861.00
July 15, 1989	715,326.00
January 15, 1990	847,646.00
July 15, 1990	698,166.00
January 15, 1991	830,486.00
July 15, 1991	680,061.00
January 15, 1992	812,381.00
July 15, 1992	661,011.00
January 15, 1993	793,331.00
July 15, 1993	642,037.50
January 15, 1994	774,357.50
July 15, 1994	620,499.00
January 15, 1995	752,819.00
July 15, 1995	600,495.00
January 15, 1996	732,815.00
July 15, 1996	577,541.25
January 15, 1997	709,861.25

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0159

WHEREAS, It has been the intent of this Commission to provide maximum support to the general City welfare in every legal manner at its disposal, and

WHEREAS, Examples of this include the significant annual support of the Municipal Railway at an average rate of $4 million per year, the provision of free water to all City departments at $1.6 million annually, and the current annual discount on electrical power provided to City departments of $4 million, and

WHEREAS, In the fiscal year 1975-76 the Municipal Railway will receive $4.7 million, free water to all departments will be $1.6 million, and discounted power will be $4.6 million--a total of $10.9 million--all provided by the Water Department and the Hetch Hetchy System, and

WHEREAS, Conservation by City departments has resulted in increased power available to the Hetch Hetchy System for sale to commercial customers, and

WHEREAS, The Hetch Hetchy System in receiving increased rates for the sale of power beyond those rates used in the calculation of the revenue forecasts in the 1974-75 budget, and

WHEREAS, Section 6.407 of the Charter states that any accumulation in the surplus fund of any utility which exceeds 25% of the total expenditures of that utility for operation, repairs, and maintenance during the preceding fiscal year may be transferred to the General Fund of the City and County, and

WHEREAS, The City Attorney has given his opinion that this excess surplus from Hetch Hetchy may be declared by this Commission to be available to the General Fund; now, therefore, be it

RESOLVED, That this Commission notifies the Mayor and the Board of Supervisors that current estimates and calculations indicate availability of $2,050,000 from the funds of the Hetch Hetchy System at the end of the fiscal year 1974-75 for transfer to the General Fund of the City and County; and, be it further

RESOLVED, That note is taken of the $10.9 million support already included in the 1975-76 budgets for the Municipal Railway and other City departments, a total of $12,950,000 provided to the general City welfare by the Public Utilities Commission departments for fiscal year 1975-76.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 29 1975

Secretary and Assistant General Manager

4/24

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
JOSEPH J. DIVINY
HENRY E. BERMAN
DENNIS V. CAREY

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
THOMAS G. FLYNN
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

NOTICE OF SPECIAL MEETING

The Public Utilities Commission of the City and County of San Francisco will hold a Special Meeting at 1:30 p.m. on Tuesday, April 29, 1975, in Room 282, City Hall, San Francisco.

Purpose of the meeting is to consider acceptance of the interest rate offered for the sale of $26.4 million transit improvement bonds by the San Francisco Municipal Railway Improvement Corporation, and the lease payment schedule to meet the bond payments; and to authorize the General Manager of Public Utilities to execute related lease documents.

These funds will be used to finance construction of the second phase of the motor coach storage and maintenance facilities and the Muni Metro rail center.

The Commission will also review the year-end financial projections of the Water Department and Hetch Hetchy to fix the level of support available to the Municipal Railway and other City Departments and to determine the existence of any surpluses.

The public is invited to attend.

Thomas G. Flynn
Secretary and Assistant
General Manager

April 24, 1975

PROPOSAL FOR BONDS

April 29,1975

SAN FRANCISCO MUNICIPAL RAILWAY
IMPROVEMENT CORPORATION
c/o Orrick, Herrington, Rowley & Sutcliffe
11th Floor
600 Montgomery Street
San Francisco, California 94111
Attention: C. Richard Walker

Dear Sirs:

Subject to the provisions and in accordance with the terms of the Official Notice of Sale of the within-mentioned Bonds, dated April 18, 1975, which is hereby made a part of this proposal, we hereby offer to purchase all of the $26,400,000 principal amount of San Francisco Municipal Railway Improvement Corporation System Bonds, Series C, described in said Official Notice of Sale, and to pay therefor the price of $26,400,000 plus a premium of $ -0-, plus the interest accrued on said Bonds from May 1, 1975 to the date of their delivery, provided that the Bonds maturing in the years set forth below bear interest from their date until maturity at the respective rates per annum stated in the following table:

Maturity Date February 1	Amount	Interest Rate	Maturity Date February 1	Amount	Interest Rate
1979	$ 975,000	7 1/2%	1988	$1,375,000	7 %
1980	1,085,000	7 1/2%	1989	1,415,000	7 %
1981	1,120,000	7 1/2%	1990	1,460,000	7 %
1982	1,150,000	7 1/2%	1991	1,505,000	7 %
1983	1,185,000	7 1/2%	1992	1,550,000	7 %
1984	1,220,000	7 1/2%	1993	1,595,000	7.10 %
1985	1,260,000	7 1/2%	1994	1,645,000	7.10 %
1986	1,295,000	7 %	1995	1,690,000	7.20 %
1987	1,335,000	7 %	1996	1,745,000	7.14 %
			1997	1,795,000	7.14 %

We enclose herewith a certified or cashier's check, drawn upon a solvent bank or trust company, payable to the order of San Francisco Municipal Railway Improvement Corporation, in the amount of $250,000.

The following is our computation made as provided in the Official Notice of Sale, but not constituting any part of the foregoing, of the net interest cost under the foregoing proposal:

Gross Interest Cost	$ 25,841,266.25
Less Premium	$ -0-
Net Interest Cost	$ 25,841,266.25
Effective Rate	7.1635 %

In association with:

The First Boston Corporation
Goldman, Sachs & Co.
The Chase Manhattan Bank, N.A.
Joint Managers

In association with:

L.F. Rothschild & Co.
Manager

Return to the above-named bidder of the check mentioned in the above proposal is hereby acknowledged.

.....

Respectfully submitted,

Bank of America N.T. & S.A.
Merrill Lynch, Pierce, Fenner & Smith Incorporated
Crocker National Bank
Blyth Eastman Dillon & Co. Incorporated
Dean Witter & Co. Incorporated
BancNorthwest
Joint Managers

By: Bank of America N.T. & S.A.

By: John P. Helm, Vice President

Please see attached sheet.

SAN FRANCISCO MUNICIPAL RAILWAY IMPROVEMENT CORPORATION
SYSTEMS BONDS, SERIES B
TO BE SOLD TUESDAY, APRIL 29, 1975

MEMBERSHIP

Bank of America N.T. & S.A.	)	
Merrill Lynch, Pierce, Fenner & Smith Incorporated	)	
Crocker National Bank	)	Joint
Blyth Eastman Dillon & Co. Incorporated	)	Managers
Dean Witter & Co. Incorporated	)	
BancNorthwest	)	

A. G. Becker & Co. Municipal Securities Incorporated
E. F. Hutton & Company Inc.
R. H. Moulton & Company

John Nuveen & Co. (Incorporated)
Paine, Webber, Jackson & Curtis Incorporated
Harris, Upham & Co. Incorporated
Matthews & Wright, Inc.

Bateman Eichler, Hill Richards Incorporated
Prescott, Ball & Turben
Stone & Youngberg
Cowen & Company
Wm. E. Pollock & Co., Inc.

In association with:

The First Boston Corporation	)	
Goldman, Sachs & Co.	)	Joint
The Chase Manhattan Bank, N.A.	)	Managers

Stephens Inc.

Altgelt & Company Incorporated
J. C. Bradford & Co.

In association with:

L. F. Rothschild & Co.) Manager

Continental Illinois National Bank and Trust Company of Chicago
Loeb, Rhoades & Co.
Shearson Hayden Stone Inc.

Van Kampen Wauterlek & Brown, Inc.
Thomson & McKinnon Auchincloss Kohlmeyer Inc.
Stern Brothers & Co.
Foster & Marshall Inc.

Shelby, Cullom Davis & Co.
Rand & Co., Inc.

4/29

M E M O R A N D U M

TO: Members, Public Utilities Commission
H. Welton Flynn, President
Joseph P. Byrne, Vice President
Joseph J. Diviny
Henry E. Berman
Dennis V. Carey

April 24, 1975

FROM: John D. Crowley

SUBJECT: Departmental Surpluses

It has been the intent of this Commission to provide maximum support to the general City welfare in every legal manner at its disposal. Examples of this have been the $20.8 million provided by the Water Department and the Hetch Hetchy System to the Municipal Railway over the past five years, the provision of free water to all City departments valued at $1.6 million annually and the current $4.0 million annual discount on electric power provided to City departments by the Hetch Hetchy System. Specifically, this fiscal year 1974-75, the total is $8.9 million: Muni support, $3.3 million; Water, $1.6 million; and Power, $4.0 million. The budgets which the Mayor has submitted for 1975-76 fiscal year contain $4.7 million for Muni support from the Water Department and the Hetch Hetchy System, and we will be supplying City departments with $1.6 million free water, and $4.6 million discounted power--a total of $10.9 million.

The effort by the Hetch Hetchy System to provide over $15 million local share to match $42 million federal funds for the Muni Power Improvement Program has placed a severe strain upon the financial status of the Hetch Hetchy System. As a result, its capabilities for providing support to other than its own performance requirements has become limited. However, two factors have arisen with respect to the Hetch Hetchy System which provide you with the opportunity to once again assist this year in meeting the City needs. As you recall, last year in Resolution 74-0108, dated March 26, you declared $1 million surplus to the needs of Hetch Hetchy for transfer to the General Fund.

The first factor, conservation measures exercised by the City departments and the Modesto and Turlock Irrigation Districts, has resulted in an increased quantity of power available for sale by Hetch Hetchy to other than City users. Secondly, the rates at which sales can be made to our commercial customers have risen commensurate with the rise in rates authorized by the State Public Utilities Commission. The net effect of these two factors results in an estimated increase of revenues for the fiscal year

1974-75 of approximately $1,700,000, a decrease of $157,000 in wheeling charges because of lessened City use, and a decrease of $193,000 in purchase of power to meet commitments. The total of these is $2,050,000.

Section 6.407 of the Charter governs the collection and application of utility revenues and expenditures. Receipts from each utility are maintained in separate funds by the Treasurer for the use of each such utility. Appropriations from these funds must be made for the following purposes and in the order listed:

1. For the payment of operating expenses
2. For repairs and maintenance
3. For reconstruction and replacements
4. For the payment of interest and amortization of bonds
5. For extensions and improvements, and
6. For a surplus fund.

Appropriations from these funds and in the desirable amounts must be approved by you and recommended to the Mayor and the Board of Supervisors for appropriate action in the budgetary process.

Surplus funds represent those unappropriated funds within the utility accounts not required for any of the five purposes enumerated prior to it, i.e., numbers (1) to (5) above. If any accumulation in the surplus fund of any utility in any fiscal year exceeds 25% of the total expenditures of that utility for operations, repairs, and maintenance for the preceding year, such excess may be recommended by you to the Mayor and the Board of Supervisors for transfer to the General Fund of the City and County.

Based upon the approved needs for the departments reflected in the budgets for 1975-76, the above adjustments in revenue for the Hetch Hetchy System for 1974-75 and the cash requirements through June 30, 1976, the Hetch Hetchy System appears to have an excess in its surplus fund of approximately $2,050,000. It is recommended that you declare the $2,050,000 excess to the needs of the Hetch Hetchy System to be made available to the General Fund of the City and County of San Francisco for use during the fiscal year 1975-76. This cash item is in addition to the $10.9 million contributed in 1975-76 to support the Muni Railway and for free water and discounted power to other City departments--a total of $12,950,000.

John C. Crowley

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

May 13, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-85

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

The minutes of the regular meeting of the Commission held April 22, 1975, and special meeting of the Commission held April 29, 1975, were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Diviny, the Commission ratified the following resolution approved by poll of the Commission on April 29, 1975:

75-0160 M

Setting Tuesday, May 27, 1975, at 3:30 p.m. for public hearing date to consider establishment of a discount fare for transportation of the handicapped and elderly

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0161 W

Lien and special assessments on property for unpaid water service charges:

Block 320, Lot 7
Marcel Viguie
$130.98

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0162 W

Lien and special assessments on property for unpaid water service charges:

Block 6943, Lot 20
Edward Tallie
$135.35

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0163 W

Lien and special assessments on property for unpaid water service charges:

Block 4760, Lot 2
Joseph Andres
$106.12

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0164 H Hetch Hetchy Project - revocable permit to United States Forest Service

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0165 H Department of Public Works' proposal for construction of new street lighting system in Redevelopment Area A-2

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0166 H Reclassification of one Hetch Hetchy Project position of 3632 Senior Librarian to 1844 Senior Management Assistant, effective July 1, 1975; and approving supplemental appropriation request for $359

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0167 W Bid call for WD Contract No. 1654 for installation of 16-inch ductile iron main in Scott Street between Pacific Avenue and Filbert Street

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0168 W Bid call for WD Contract No. 1659 for laying 8-inch ductile iron main in Stevenson Street between Third and Fourth Streets.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0169 W Bid call for WD Contract No. 1663 for installation of a bypass connection between existing piping in Central Pump Station and the Sutro force main

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0170 W Award of WD Contract No. 1682 in amount of $684,950.00 to Pacific Pavements Company, Ltd., for the repaving of street and sidewalk openings for the Water Department for fiscal year ending June 30, 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0171 W Authorizing one Water Department employee to travel to Schenectedy, New York, to witness final acceptance tests of electric motors at General Electric Company plant as stipulated in Purchase Specification

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0172 W Cancellation of 48-acre Grazing Lease of Water Department property in Alameda County, with James Corona, now deceased

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0173 W Settlement of litigated claim of San Francisco Water Department v. Pacific Mechanical Constructors (Municipal Court #705-718) by acceptance of $1,500.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Berman moved for discussion purposes, Byrne seconded

75-0174 W Settlement of litigated claim of Homer J. Olsen, Inc. against San Francisco Water Department (Superior Court #655592) by payment of $72,411.00 to said contractor; approving supplemental appropriation to provide for said payment

Vote: Ayes-Byrne, Diviny, Carey
Noes-Flynn, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0175 W Collection of Water Department claims for damages against miscellaneous debtors, month of April 1975, amount $489.95

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0176 W Write-off of uncollectible accounts receivable more than 90 days past due, Water Department, month of March 1975, amount $5,710.46

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0177 M Bid call for MR Contract No. 610 for track reconstruction and sewer enlargement for "L" Taraval Line, West Portal Avenue to 15th Avenue and 46th Avenue and Zoo Loop

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0178 M Bid call for MR Contract No. 621 for construction of additional streetcar storage track and special work in Upper Ocean Avenue Motor Coach Yard

Vote: Ayes-Flynn, Byrne, Diviny, Carey
No-Berman

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0179 M Award of MR Contract No. 712-R in amount of $44,160.00 to DeNarde Construction Company for a new cable rewinder at the Washington-Mason Carbarn

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0180 M Requesting San Francisco Municipal Railway Improvement Corporation to award MR Contract 607-R in amount of $2,081,549.15 to ABEX Corporation, for furnishing and delivering streetcar crossover and special work for the Muni Metro Center

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0181 M Setting Tuesday, June 24, 1975, at 2:30 p.m. for public hearing on Muni applications for (1) National Mass Transportation Assistance grant, and (2) grant funds for guideway purposes available under Article XXVI of State Constitution (Proposition 5)

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0182 M Supplemental appropriation, Municipal Railway, amount $1,572, for retroactive salaries, miscellaneous permanent employees, period July 1 to July 14, 1970, as mandated by court order

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0183 M Approving route adjustment for motor coach Line 36-Miraloma by changing crossover service between Phelan and Forester from Staples Avenue to Judson Avenue

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Commissioner Byrne was excused at 4:30 p.m.

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0184 M Approving operation of Golden Gate Bridge Highway and Transportation District's Route 64 through Western San Francisco

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0185 M Authorizing execution of a Memorandum of Agreement between the Board of Control of the Golden Gate Recreational Travel Study and the City and County of San Francisco, for funding of Route 32-Embarcadero temporary extension to Fort Cronkhite in the Marin Headlands

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0186 M Approving temporary extension of alternate trips of route 32-Embarcadero to Fort Cronkhite in Marin County

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Carey, seconded by Diviny, the following resolution was adopted:

75-0187 M Approving establishment of a new bus line to be called Line 70-Lake Merced

Vote: Ayes-Flynn, Diviny, Carey
*Abstained-Berman

(*See minutes for explanation.)

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0188 M Authorizing the Municipal Railway General Manager to provide a cable car for participation in the Smithsonian Institute Festival of American Folklife in Washington, D.C., July 2-6, 1975

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0189 M Request for continuation of funding of Municipal Railway Security Force under Federal Comprehensive Employment Training Act of 1973

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0190 GO Authority to George L. Carey in the absence of Thomas G. Flynn, Secretary and Assistant General Manager

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Diviny, seconded by Carey, the following resolution was adopted:

75-0191 M Approving travel expenses in amount of $900 for the City Attorney to attend depositions in Denver, Colorado, and Rochester, New York, in three cases against the Municipal Railway

Vote: Ayes-Flynn, Diviny, Berman, Carey

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0160-MR Approving payment of claims against the Municipal Railway in total amount of $8,056.00

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Water Department Lien Proceedings

Hearing on Delinquent Water Service Accounts in excess of $100.00:

1. Account No. 152-4170-6

Property: Block 847, Lot 1
Owner: Bruno Belli
Account Closed: November 15, 1974
Amount Due: $124.48

ACTION: Off calendar; full payment received.

2. Account No. 154-4800-2

Property: Block 361, Lot 1
Owner: J. William Sorensen
Account Closed: September 24, 1974
Amount Due: $100.26

ACTION: Off calendar; full payment received.

3. Account No. 213-3535-2

Property: Block 320, Lot 7
Owner: Marcel Viguie
Account Closed: September 11, 1974
Amount Due: $130.98

ACTION: No one appeared to protest or object to the Water Department's report on the delinquent account.

On motion of Commissioner Berman, seconded by Commissioner Byrne, the Commission voted unanimously to confirm the report and directed that lien be filed against the property, pursuant to SF Ordinance No. 450-73.

4. Account No. 484-3910-5

Property: Block 6943, Lot 20
Owner: Edward Tallie
Account Closed: October 14, 1974
Amount Due $135.35

ACTION: No one appeared to protest or object to the Water Department's report on the delinquent account.

On motion of Commissioner Berman, seconded by Commissioner Byrne, the Commission voted unanimously to confirm the report and directed that lien be filed against the property, pursuant to SF Ordinance No. 450-73.

5. Account No. 568-6860-4

Property: Block 4760, Lot 2
Owner: Joseph Andres
Account Closed: September 12, 1974
Amount Due: $106.12

ACTION: No one appeared to protest or object to the Water Department's report on the delinquent account.

On motion of Commissioner Berman, seconded by Commissioner Byrne, the Commission voted unanimously to confirm the report and directed that lien be filed against the property, pursuant to SF Ordinance No. 450-73.

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Resolution No. 75-0170--Award of WD Contract No. 1682 to Pacific Pavements Company, Ltd. for the repaving of street and sidewalk openings for the Water Department for fiscal year 1975-76.

Commissioner Berman noted the fact that one bidder submitted a proposal that was 3 per cent lower than last year's.

Water Department General Manager and Chief Engineer Arthur H. Frye, Jr. stated that Pacific Pavements Company has been the successful bidder for this annual contract 12 years during the last 15. Several bidders have participated from time to time. This is the first time a single bid was received; five companies took out bid sheets.

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Water Department Calendar Item #6--Authorizing execution of Right-of-Way lease with Edith S. Lovell, was taken off calendar at the request the Department.

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Water Department Calendar Item #7--Extending term of Right-of-Way lease with Earl Wilms, Martin Wilms, May Domars, dba El Rancho Motel,

was taken off calendar upon motion of Commissioner Flynn, seconded by Commissioner Byrne.

Commissioner Flynn requested that the performance bond figure of $2500 be increased to an amount equal to six months' rental, and in view of the use of the area as a parking lot, that the liability insurance coverage of $500,000 should be raised to perhaps $1 million.

The Commission concurred, and also requested that the rental be reviewed. They felt that there should be some increase instead of continuing the original figure of $500 per month for another five years, regardless of the fact that the purpose is limited to a parking lot and directional sign.

******

Resolution No. 75-0174--Authorizing settlement of litigated claim of Homer J. Olsen, Inc. (Superior Court #655592) by payment of $72,411.00 to said contractor. The claim arose from Olsen's contract with the Water Department (WD 1521) for installation of mains in Market Street between 5th and 9th Streets.

Mr. Frye stated that changes made by the Water Department and actions by City caused delays and damage to the contractor. Each instance was analyzed by the City Attorney's Office and the Engineering Division of the Water Department. The contractor has agreed to accept $72,411, the sum total of damages conceded by the Water Department, in exchange for dismissal of his claim for $182,867.00.

Mr. Frye explained each of the alleged breaches and the settlements reached:

1) substitution of tyton fittings in lieu of calk joint fittings by the Water Department

2) removal and replacement of certain defective fittings furnished by the Water Department

3) actions by City which prevented crews from working, thus requiring contractor to pay idle crews.

Commissioner Byrne noted the excessive number of jobs where the City has delayed the contractor, and asked Mr. Frye to explain in detail the circumstances of Olsen's 104-day delay claim which was settled on a 99-day delay basis.

Mr. Frye pointed out that contractors were working simultaneously in the same Market Street locations. Most of the delays were not caused by the Water Department, as it was necessary to secure all variances from the Department of Public Works. Unanticipated obstructions and difficulties were encountered which were not detailed in original plans furnished to the Water Department.

Commissioner Byrne asked about the advantage to City in furnishing material, and Mr. Frye said that not only can City obtain the material at less expense, but maintaining an inventory is beneficial in that work can be commenced immediately upon award of contract--thus preventing delay in waiting for delivery.

Commissioner Flynn asked what the difference was between the first and second low bidders when the contract was awarded. Mr. Frye replied that Olsen was low bidder at $456,254, and McGuire and Hester was second low at $456,469. Subsequently, McGuire and Hester received a bid on another portion of Market Street and ran into the same difficulties as Olsen.

Responding to Commissioner Berman's questions, Mr. Frye assured the Commission that all settlements are based on records and daily time rolls which show actual man-hours worked each day on each job.

Utilities General Counsel William F. Bourne said his office went into the matter fully with the Water Department staff and the final agreed-upon figure was the product of extended research and study.

On roll call approving the settlement, Commissioners Byrne, Diviny, and Carey voted "aye"; Commissioners Flynn and Berman voted "no."

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Resolution No. 75-0178--Authorizing bid call for MR Contract No. 621--Upper Ocean Avenue Motor Coach Yard - Additional Temporary Streetcar Storage Track. Estimated cost $170,000 to $190,000.

Commissioner Berman asked if this amount of money would be spent on a temporary situation which would not exist when the new Muni rail center is completed.

Curtis E. Green, Municipal Railway General Manager, said the rail center will provide space for 102 streetcars. Muni will be receiving 100 cars. The extra storage space will be needed when the center is completed, for the space will be "pretty tight."

Commissioner Berman noted that the calendar item information submitted explained that the work was "for storage of new light rail vehicles until the new Muni metro center is completed."

Mr. Green said the Muni is receiving a series of cars for testing purposes while the Muni metro center is being constructed. This new trackage and special work will house and maintain those cars. It is going to be a permanent construction.

Commissioner Berman asked if $180,000 might be a lot of money to spend just because the new Muni metro center will be a little tight on space.

Mr. Green replied it is absolutely necessary to have space to store and maintain and test the new cars. Maintaining the old cars while the new ones are being received and tested will be extremely difficult.

Commissioner Berman asked that more explicit information be available to the Commission in the future.

Commissioner Flynn asked the status of the construction of the Muni metro rail center. Mr. Green said the center will not get started until the move from Ocean Avenue to the Woods Center, so he is speaking of completion two years beyond July, 1975.

On roll call, authorizing bid call, Commissioner Berman voted "no." Commissioners Flynn, Byrne, Diviny and Carey voted "aye."

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The Commission adopted Resolution No. 75-0184, approving operation of Golden Gate Bridge Highway and Transportation District's Route 64, a weekend and holiday summer route between Drake's Beach in Marin County and Fleishhacker Zoo in San Francisco.

This item was first presented at the April 22 Commission meeting, and taken off calendar after the Transport Workers Union stated that it was not informed.

James J. Finn, Director of Transportation, stated the matter has since been discussed with Lawrence B. Martin and Samuel W. Walker, president and secretary-treasurer of the TWU, respectively. They have no objection to this line in San Francisco, as long as their drivers receive like amount of pay operating the proposed No. 32 EMBARCADERO extension to Marin County.

Mr. Finn explained this is a trial operation, authorized under a program developed by the Muni and the Golden Gate Recreational Travel Study, with the National Park Service funding the cost of the service.

The Commission adopted Resolution No. 75-0185, authorizing execution of a memorandum of agreement between the Board of Control of the Golden Gate Recreational Travel Study and the City for funding of Route 32 EMBARCADERO temporary weekend and holiday extension to Fort Cronkhite in Marin County; and also adopted Resolution No. 75-0186, authorizing said extension of alternate trips of the No. 32, contingent upon the federal funding.

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The Commission also adopted Resolution No. 75-0187, approving establishment of the new 70 LAKE MERCED Line to provide service for residents of the two new housing developments in the area (John Muir Apartments and Lake Merced Hills), and service for the churches and schools on Brotherhood Way.

The 70 Line will greatly improve service over that now provided by the 77 BROTHERHOOD WAY, which will be eliminated. The recreational facilities of Lake Merced, the Zoo, the Recreation Center for the Handicapped and the Fort Funston area will be more readily accessible.

Mr. Green stated that the estimated increased annual cost over the present 3-day operation of the 77 Line is $158,000. This amount will be compensated for through selective reductions in service where capacity is now in excess of need on other lines.

Commissioner Berman referring to the Commission's previous directive that submission of route adjustments to be compensated for by an offset reduction in other service must be presented concurrently as a complete package for the Commission's consideration and approval, asked Mr. Green what service cuts would be needed to defray this cost.

Mr. Green stated that residents of the Lake Merced area have been pressing for this service for a long period, and the 920 units of these two new communities will be almost fully occupied by June. This item must receive Board of Supervisors' approval of abandonment of the 77 Line portion. After approval, service would go into effect in August. Mr. Green said he expects to be before the Commission in August with corresponding proposed cuts.

On roll call, the Commission approved the establishment of the new line with Commissioners Flynn, Diviny and Carey voting "aye." Commissioner Berman, while expressing his full support for establishment of the new line, abstained because of the failure of staff to produce the required documentation.

******

The Commission adopted Resolution No. 75-0189, requesting the Mayor's Office of Manpower assign a high priority status to the renewed funding of the Municipal Railway Security Force under Federal Comprehensive Employment Training Act of 1973.

This security force was established in December, 1974, with funding from CETA and this funding runs out on June 30, 1975. The Police Department fully support the program. The following letter dated May 12, 1975, was addressed to the Commission Secretary Thomas G. Flynn, by Donald M. Scott, Chief of Police:

"I would like to take this opportunity to commend to you and the Public Utilities Commission the fine work of the Muni Security Patrol.

"Our experience shows that the presence of Muni Security Personnel greatly deters both criminal activity and boisterous behavior. Information gathered by security personnel enables not only better distributions of said personnel but is beneficial to the regular patrol force and to Muni management.

"On rare occasions have serious crimes occurred while security personnel were present. Even in these cases, though they failed to prevent an incident, their prompt notification of the incident via police radio enabled quick response by regular officers. The reluctance of students to board rolling stock patrolled by uniformed security personnel is further evidence of their success.

"The consensus of opinion is that the Civilian Muni Transit Detail is doing a good job and effectively reducing crime incident in the Muni Railway."

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Communications:

None

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Roll Call:

Miss Marguerite Warren announced that she did not receive an answer to her communications addressed to the General Manager of Public Utilities and the Commission.

Commissioner Flynn stated that at the April 22, 1975, meeting he directed the Secretary to inform the General Manager of receipt of Miss Warren's letter and to advise him to communicate with her.

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Commissioner Berman referred to the advance copy of the report on KEW development prepared by John M. Woods and Louis J. Lawson.

Mr. Crowley informed the Commission he plans to have Mr. Woods make a presentation at the next Commission meeting on May 27, 1975.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0160

RESOLVED, That this Commission hereby fixes Tuesday, May 27, 1975, at 3:30 p.m., as the date for public hearing to consider revision of the Municipal Railway schedule of rates, fares and charges so as to establish a discount fare for the handicapped and elderly.

ADOPTED

Ayes: Commissioners H. Welton Flynn, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

Nays: _____

Abstaining: _____

Absent: Commissioner Joseph P. Byrne

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975 by poll of the Commissioners on April 29, 1975, and verified

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0161

WHEREAS, by Resolution No. 75-0141, pursuant to Ordinance No. 450-73, authorizing creation of liens for unpaid water bills, this Commission set May 13, 1975 at 2:30 P.M. as the date and time for hearing the report of the General Manager and Chief Engineer of the Water Department on delinquent customer accounts in excess of $100.00, and any protests of objections thereto, and

WHEREAS, by confirming the report of the General Manager and Chief Engineer, Water Department, a special assessment lien is created against the parcel described in said report for the amount therein stated, and

WHEREAS, the Secretary mailed notice of this hearing to the owner of the parcel hereinafter described not less than ten days prior to the date of this hearing, and

WHEREAS, no protest or objection has been made to said report at this hearing, and no payment in full has been received,

OR

WHEREAS, the Commission has heard protest or objection from _____ relative to Item 3 of said report, and finds that the said protest or objection is not sufficient to cause said Item not to be confirmed, now, therefore be it

RESOLVED, that this Commission hereby confirms said report as to the following Item thereof:

Item 3 Marcel Viguie $130.98 Block 320, Lot 7

and be it further

RESOLVED, the Secretary is directed to verify the confirmed report in form sufficient to meet recording requirements, and to record said verified report in the County Recorder's Office as soon as practicable and to file a certified copy with the Controller and the Tax Collector within ten days.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0142

WHEREAS, by Resolution No. 75-0141, pursuant to Ordinance No. 450-73, authorizing creation of liens for unpaid water bills, this Commission set May 13, 1975 at 2:30 P.M. as the date and time for hearing the report of the General Manager and Chief Engineer of the Water Department on delinquent customer accounts in excess of $100.00, and any protests of objections thereto, and

WHEREAS, by confirming the report of the General Manager and Chief Engineer, Water Department, a special assessment lien is created against the parcel described in said report for the amount therein stated, and

WHEREAS, the Secretary mailed notice of this hearing to the owner of the parcel hereinafter described not less than ten days prior to the date of this hearing, and

WHEREAS, no protest or objection has been made to said report at this hearing, and no payment in full has been received,

OR

WHEREAS, the Commission has heard protest or objection from _____ relative to Item 4 of said report, and finds that the said protest or objection is not sufficient to cause said Item not to be confirmed, now, therefore be it

RESOLVED, that this Commission hereby confirms said report as to the following Item thereof:

Item 4 Edward Tallie $135.35 Block 6943, Lot 20

and be it further

RESOLVED, the Secretary is directed to verify the confirmed report in form sufficient to meet recording requirements, and to record said verified report in the County Recorder's Office as soon as practicable and to file a certified copy with the Controller and the Tax Collector within ten days.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0163

WHEREAS, by Resolution No. 75-141, pursuant to Ordinance No. 450-73, authorizing creation of liens for unpaid water bills, this Commission set May 13, 1975 at 2:30 P.M. as the date and time for hearing the report of the General Manager and Chief Engineer of the Water Department on delinquent customer accounts in excess of $100.00, and any protests or objections thereto, and

WHEREAS, by confirming the report of the General Manager and Chief Engineer, Water Department, a special assessment lien is created against the parcel described in said report for the amount therein stated, and

WHEREAS, the Secretary mailed notice of this hearing to the owner of the parcel hereinafter described not less than ten days prior to the date of this hearing, and

WHEREAS, no protest or objection has been made to said report at this hearing, and no payment in full has been received,

OR

WHEREAS, the Commission has heard protest or objection from _____ relative to Item 5 of said report, and finds that the said protest or objection is not sufficient to cause said Item not to be confirmed, now, therefore be it

RESOLVED, that this Commission hereby confirms said report as to the following item thereof:

Item 5 Joseph Andres $106.12 Block 4760, Lot 2

and be it further

RESOLVED, the Secretary is directed to verify the confirmed report in form sufficient to meet recording requirements, and to record said verified report in the County Recorder's Office as soon as practicable and to file a certified copy with the Controller and the Tax Collector within ten days.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0184

RESOLVED, That this Commission approves the revocable permit requested by the United States Forest Service for the purpose of occupying and utilizing the property at Cherry Valley Dam, T.1N., R.19E., M.D.B. & M., Tuolumne County; and be it further

RESOLVED, That this Commission hereby authorizes the General Manager of Hetch Hetchy Water and Power to execute this revocable permit on behalf of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0165

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 67 mercury vapor lights in the Redevelopment Area A-2, as depicted in their Drawings A-40,205; A-40,206; A-40,207 and A-40,208; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting the Redevelopment Area A-2 with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation to reflect the reclassification of the below listed position for Hetch Hetchy Water and Power effective July 1, 1975.

	Class	Title	Rate
From:	3632	Senior Librarian	477B575
To:	1844	Senior Management Asst.	557B671

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0167

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1654 - 16-Inch Ductile Iron Main Installation In Scott Street Between Pacific Avenue and Filbert Street

and be it further

RESOLVED, That the activity described hereon has been declared by the Department of City Planning to have a negative effect on the environment under File No. EE-74.6 dated March 1, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0148

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1659 - Laying of 8-Inch Ductile Iron Main in Stevenson Street between Third and Fourth Streets

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1(b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0153

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1663 - Central Pump Station, Central Pumps Discharge to Sutro Pipeline Cross-Connection

and be it further

RESOLVED, That the activity described hereon is categorically exempt from environmental impact report in accordance with list adopted by the City Planning Commission July 25, 1974, Class 1 and 3(d).

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0170

RESOLVED, That this Commission hereby awards to the lowest (only) regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1682 - For the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1976 - to Pacific Pavements Company, Ltd. in the amount of $684,950.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0171

RESOLVED, That this Commission hereby authorizes one Water Department employee as designated by the General Manager of the Public Utilities to travel to Schenectedy, New York, May 16 - 19 for the purpose of witnessing the final acceptance tests of electric motors at the General Electric plant as stipulated in Purchase Specification P-128; and

Hereby, authorizes travel expenses in the estimated amount of $700.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0172

WHEREAS, This Commission by Resolution No. 74-0456 adopted December 10, 1974 approved the terms and conditions and authorized the execution of a 48 acre Grazing Lease in Alameda County to James Corona, Lessee, for a term of four years commencing November 1, 1974 and terminating October 31, 1978 at a rent of $1,776.00 per year; and

WHEREAS, James Corona expired on January 31, 1975; and

WHEREAS, The attorney for the estate of the decedent alleges that the net worth of estate is nominal and further states that Guadalupe Corona and Antonio Perales, heirs of James Corona, are empowered to act on behalf of the estate; and

WHEREAS, The heirs of the decedent have submitted a written proposal, together with rent through March 18, 1975, requesting that they be relieved thereafter of any further obligation under the terms, conditions and covenants of the aforementioned Lease; and

WHEREAS, It appears that, under the circumstance, it would be in the City's best interest to cancel said Lease and proceed as soon as possible to obtain a new lessee;

NOW, THEREFORE, be it

RESOLVED, That this Commission authorizes the acceptance of the written proposal made by the heir of James Corona, deceased, to cancel that certain lease between James Corona, Lessee, and the City and County of San Francisco, Lessor, the execution of which was approved by Public Utilities Commission Resolution No. 74-0456 adopted on December 10, 1974. Said cancellation shall be effective retroactive to March 18, 1975 and authorization is hereby granted to accept rent up to and including March 18, 1975 as settlement in full of rent monies owed.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0123

RESOLVED, That on the recommendation of the General Manager of Public Utilities, the General Manager and the Chief Engineer of the San Francisco Water Department, and the City Attorney, this Commission approves settlement of the litigated Claim of City and County of San Francisco against Pacific Mechanical Constructors, Inc., Municipal Court No. 705-718, in the amount of $1,500.00; and be it further

RESOLVED, That this Commission directs the General Manager of the Public Utilities Commission to execute appropriate releases, and the City Attorney to dismiss the above referenced action.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0124

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, the Chief Special Agent thereof, and the City Attorney, this Commission approves settlement of the litigated claim of Homer J. Olsen, Inc., Superior Court No. 655592 against the San Francisco Water Department in the amount of $72,411.00; and be it further

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a supplemental appropriation of funds as follows:

From Account No. 1990 - Unappropriated Balance of Funds San Francisco Water Department	$72,411.
To Appropriation 9.746.715.000 Market Street Mains and Services	$72,411.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0175

RESOLVED, That this Commission hereby approves collections, month of April 1975, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $489.95.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0126

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorneys, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of March, 1975 in the amount of $5,710.46 per San Francisco Water Department list of March 31, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0177

WHEREAS, In conjunction with the rehabilitation of the Municipal Railway, funds are available from the Urban Mass Transportation Administration and the Department of Public Works to reconstruct tracks and do sewer enlargement work on the "L" Taraval Line, West Portal Avenue to 15th Avenue and 46th Avenue and Zoo Loop; and

WHEREAS, The Control Group of the Transit Improvement Program has completed plans and specifications to accomplish this work; and

WHEREAS, This project is categorically exempt from an environmental impact report in accordance with list adopted by City Planning Commission April 26, 1973, Class T-C-14; and

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved, now, therefore, be it

RESOLVED, That this Commission hereby approve plans and specifications and authorize advertisement for bids for Contract No. MR-610, "L" Taraval Line - Track Reconstruction and Sewer Enlargement, West Portal Avenue to 15th Avenue and 46th Avenue and Zoo Loop; and be it further

RESOLVED, That award is subject to the concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0178

WHEREAS, In conjunction with the rehabilitation of the Municipal Railway, funds are available from the Urban Mass Transportation Administration to provide additional temporary storage space for new Light Rail Vehicles which necessitates the construction of additional storage track and special work; and

WHEREAS, The Control Group of the Transit Improvement Program has completed plans and specifications to accomplish this work; and

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved; now, therefore, be it

RESOLVED, That this Commission hereby approve plans and specifications; and, authorize advertisement for bids for Contract No. MR-621, Upper Ocean Avenue Motor Coach Yard - Additional Temporary Streetcar Storage Track; and be it further

RESOLVED, That said award is subject to the concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0179

RESOLVED, That this Commission hereby awards to DeNarde Construction Company, 1395 Evans Avenue, San Francisco, California, 94124, the lowest responsible bidder, for Municipal Railway Contract No. MR-712-R, Washington-Mason Cable Carbarn, Cable Car Machinery, Cable Rewinder, the lump sum amount of $44,160.00 (Base Bid), and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Executive Committee at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0180

WHEREAS, The Municipal Railway streetcar system is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA) of the U. S. Department of Transportation, and

WHEREAS, San Francisco Municipal Railway Improvement Corporation Contract No. MR-607R, Furnishing and Delivering Streetcar Crossovers and Special Work for Muni Metro Center, is a part of the Transit Improvement Program, and

WHEREAS, Bids have been received for the streetcar crossovers and special track work and the lowest bid received was in an amount not to exceed $2,081,549.15 for Contract No. MR-607R; now, therefore, be it

RESOLVED, that this Commission requests that the SFMRIC to award Contract No. MR-607R (Item "A" - (Option A9 plus Option A10) plus Item "B" - (Items B1 through B25) to ABEX Corporation, 1010 Russ Building, San Francisco, California, in an amount not to exceed $2,081,549.15, and to reject all other bids.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0181

RESOLVED, That in conformance with the requirements of the National Mass Transportation Assistance Act of 1974 as amended, and the State of California (Article XXVI), that a public hearing be held before submission of a grant application to the United States Department of Transportation, or State of California for Article XXVI funds this Commission does hereby fix Tuesday, June 24, 1975 at the hour of 2:30 p.m., in Room 282, City Hall, San Francisco, California as the time and place for public hearings for the purpose of considering programs for which financial assistance is being sought from the Urban Mass Transportation Administration, and State of California generally described as follows:

Municipal Railway (UMTA Project No. CA -05-4003)	Operational Support 1974-75, 1975-76

Municipal Railway Transit Improvement Program
(UMTA Project No. CA-03-0043)
State of Calif. local matching available under Article XXVI
(Proposition "5") for Fiscal 1974-75, 1975-76

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0182

WHEREAS, Retroactive payment of compensation to miscellaneous salaried employees subject to Charter Section 8.400 for the period July 1 through 14, 1970, has been mandated by court order; now therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation in the amount of $1,572 to the credit of the following appropriations:

4.735.175.000.000

Retroactive Permanent Salaries, Court Order $1,398

4.735.863.000.000

Mandatory Fringe Benefits 174
(Transfer to 4.697.860.000)

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0183

WHEREAS, Motor Coach Line 36 Miraloma now runs both ways on Staples Avenue, which is so narrow that a coach and an automobile cannot pass each other; and

WHEREAS, Judson Avenue, which is one block south, has been widened and improved and would thereby provide a safer route; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 36 Miraloma so that it becomes:

Northbound, regular route on Phelan to Judson, thence via Judson and Forester to Staples, and resume regular route on Forester;

Southbound, regular route on Forester to Staples, thence via Forester and Judson to Phelan, and resume regular route; and, be it

FURTHER RESOLVED, That this Commission approves the following abandonment:

Northbound, from Phelan and Judson, via Phelan, Staples to Forester;

Southbound, from Forester and Staples, via Staples, Phelan to Judson; and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595(c), that the Board not disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

City and County of San Francisco

RESOLUTION NO. 75-0184

RESOLUTION APPROVING THE OPERATION OF GOLDEN GATE TRANSIT ROUTE 64 THROUGH WESTERN SAN FRANCISCO

WHEREAS, The staff of the Golden Gate Bridge, Highway and Transportation District have requested endorsement from the San Francisco Public Utilities Commission and approval of the Baord of Supervisors to permit the operation of their Route 64 in Western San Francisco; and

WHEREAS, The Route 64 will enhance recreational travel via public transit between San Francisco and sites within Marin County; and

WHEREAS, The route will also permit access via public transit from Marin County to major recreational sites within San Francisco and;

WHEREAS, The Board of Directors of the Golden Gate Bridge, Highway and Transportation District has authorized operation of subject route subject to the provision of minimum support of $9,000 from the National Parks Service and $1,400 from the Marin County Transit District; now therefore, be it

RESOLVED, That the Public Utilities Commission hereby endorses the realignment of Golden Gate Bridge, Highway and Transportation District Route 64 to serve Western San Francisco; and be it further

RESOLVED, That the Board of Supervisors of the City and County of San Francisco is hereby requested to approve the operation of Golden Gate Bridge Highway and Transportation District Route 64 through Western San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

James B. Ryan

Secretary and General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0185

WHEREAS, Funds have been granted by the United States Department of the Interior through the National Parks Service to the Board of Control of the Golden Gate Recreational Travel Study to pay the costs of a temporary extension, during the summer of 1975 on weekends and holidays only, of Municipal Railway Route 32-Embarcadero, to Fort Cronkhite, Marin County, a portion of the Golden Gate National Recreation Area; and

WHEREAS, Acceptance of said funds requires the execution of a memorandum of agreement between the Board of Control of the Golden Gate Recreational Travel Study and this Commission; now, therefore, be it

RESOLVED, That this Commission does hereby approve the terms and conditions of the memorandum of agreement in re funding the aforesaid extension of Municipal Railway Route 32-Embarcadero; and, be it

FURTHER RESOLVED, That this Commission hereby authorizes the execution by the General Manager of Public Utilities of the aforesaid memorandum of agreement that would permit the use of the funds available for the temporary extension of Municipal Railway Route 32-Embarcadero to Fort Cronkhite, Marin County.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0186

WHEREAS, The Citizens Advisory Committee and the Board of Control of the Golden Gate Recreational Travel Study have endorsed access via public transit to the Marin County Headlands as a summer demonstration project; and

WHEREAS, The extension of Route 32-Embarcadero from its current terminal at Beach and Hyde Streets to a new terminal at Fort Cronkhite will result in access via public transit to major recreational sites in San Francisco and Marin County for residents throughout the San Francisco Bay Area; and

WHEREAS, The National Parks Service has obtained the necessary appropriation to operate several summer demonstration projects in the region, including transit service to the Marin County Headlands; and

WHEREAS, The operation of the subject proposal will provide economical recreation transportation for the citizens of San Francisco and should result in the gathering of valuable information which will assist in the planning of future recreational transit services; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to extend, as a summer demonstration project, service on its Route 32-Embarcadero from the existing terminal at Hyde and Beach Streets to the Marin County Headlands with a terminal at Fort Cronkhite via the following alignment:

Northbound: Regular route to Hyde, then Beach, Polk, Northpoint, Van Ness, Bay, Fort Mason (turnaround in parking lot), Franklin, Lombard, Letterman Drive, Lincoln, Halleck, Mason, Crissy Field Road, McDowell, Lincoln, Plaza Drive, Golden Gate Bridge (U.S. 101), Alexander off-ramp, Bunker Road, Baker-Barry Tunnel, Bunker Road, Mitchel Road, Terminal, (Fort Cronkhite parking lot).

Southbound: Fort Cronkhite, Mitchel Road, Bunker Road, Baker-Barry Tunnel, Bunker Road, Alexander, U.S. 101, Plaza Drive, Lincoln, McDowell, Crissy Field Road, Mason, Halleck, Lincoln, Letterman, Lombard, Franklin, Fort Mason (turnaround in parking lot), Bay, Van Ness, Northpoint, Polk, Beach to Hyde, then resume regular route; and, be it

FURTHER RESOLVED, That the subject proposal operate as a demonstration project on weekends and holidays only, during the summer of 1975, subject to provision of funds through the Board of Control of the Golden Gate Recreational Travel Study.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0187

WHEREAS, There are now two new housing developments near the shores of Lake Merced; and

WHEREAS, The residents are living in San Francisco without Municipal Railway transit service within a reasonable distance; and

WHEREAS, Muni does provide a community service type line a few blocks from one of the new developments, but the line only runs three days per week; and

WHEREAS, The proposed route of the new line to serve the Lake Merced developments would run every day on a much fuller schedule and for a portion of its route would provide much of the service of the existing community service Line 77 Brotherhood Way; and

WHEREAS, The present 17 Park Merced provides the remainder of the old Line 77 service that would not be covered with the new Line 70; now, therefore, be it

RESOLVED, That the Municipal Railway is authorized and directed to establish a new line to be called "70 Lake Merced"; and the route is to be initiated as a one-way loop from a terminal on West Portal Avenue at Sloat Boulevard, via West Portal Avenue, 15th Avenue, Portola Drive, Junipero Serra Boulevard, Winston Drive, Lake Merced Boulevard, Zoo Road, Skyline Boulevard, John Muir Drive, Lake Merced Boulevard, Brotherhood Way, Junipero Serra Boulevard, 19th Avenue, Winston Drive, Junipero Serra Boulevard, to terminal on West Portal Avenue; and, be it

FURTHER RESOLVED, That the Municipal Railway is authorized and directed to eliminate Line 77 Brotherhood Way; and, be it

FURTHER RESOLVED, That this Commission requests the Mayor to recommend to the Board of Supervisors, in accordance with Charter Section 3.595 (c), that the Board not disapprove the line abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0188

WHEREAS, The Smithsonian Institution of Washington, D. C., which annually conducts a Festival of American Folklife on the Mall in the nation's capital, has recognized that San Francisco's cable car system consitutes a unique aspect of the history and present life of this area; and

WHEREAS, To enhance the "Things People Do" theme of the 1975 Festival, July 2 through July 6, the Smithsonian Institution has requested that it be permitted to display a cable car of the Municipal Railway on the Mall in Washington; and

WHEREAS, The cable car would be transferred to Washington in time to arrive there prior to June 30 and would be available for return to San Francisco on July 7, all at no expense to the City and County of San Francisco; and

WHEREAS, The Smithsonian Institution has agreed to indemnify the City and County of San Francisco, the Public Utilities Commission, and the Municipal Railway against injury or damage to property during removal, transport, and return; now, therefore, be it

RESOLVED, That the Public Utilities Commission hereby authorizes the General Manager of the Municipal Railway to make the necessary arrangements to accommodate the Smithsonian Institution's request, providing the foregoing conditions are observed.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0159

WHEREAS, In December 1974, a Municipal Railway security force was established with funding from the Comprehensive Employment Training Act of 1973, the federal emergency employment program, and this funding runs out on June 30, 1975; and

WHEREAS, At the present time there are approximately 50 paraprofessional security employees operating under this program, and riding Muni buses daily under supervisory control of the San Francisco Police Department; and

WHEREAS, Statistical data shows the need for additional security personnel on at least another 10 to 15 lines and 15 to 20 transfer points or stations; and

WHEREAS, In the course of their few months at work, the transit security personnel have handled over 5,000 incidents, ranging from smoking warnings through purse snatchings and personal assaults, with over 100 incidents where police were called to the scene and at least half of those resulting in arrests; and

WHEREAS, The Police Department fully supports the program and reports it could provide the supervisory personnel and equipment necessary to support an increase of approximately 25 more guards; and

WHEREAS, The most pressing difficulty is the question of funding. The transit security program was funded under Title II of the Comprehensive Employment Training Act of 1973. These funds run out on June 30, 1975, and the Mayor's Office of Manpower reports that renewed funding is now in the hands of Congress. The best estimate is that Congress will approve additional funding, although very possibly at a reduced level; and, therefor, be it

RESOLVED, That the Public Utilities Commission of the City and County of San Francisco believes that the continuation of the Municipal Railway security force program is an important element in reducing the incidence of crime on the City's public transportation system and providing greater safety for the general public and requests the Mayor's Office of Manpower assign a high priority status to the renewed funding of this program and, if possible, provide for additional personnel; and, therefor, be it further

RESOLVED, That the Public Utilities Commission will expend every effort to secure City funding for this program or a similar program utilizing uniformed police of ficers.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0190

RESOLVED, That in the absence of Thomas G. Flynn, Secretary and Assistant General Manager, Administrative, Public Utilities, George L. Carey, Chief Accountant, is hereby authorized and directed to exercise all of the powers and duties of said Secretary and Assistant General Manager, Administrative.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 15 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0191

RESOLVED, That this Commission approve the estimated sum of $900.00 for expenses of the City Attorney or his Deputy City Attorney to attend and take the depositions of the witnesses John Echl in Denver, Colorado and Bradford Shea in Rochester, New York in the case of Dwight M. Plyler v. City and County of San Francisco, Superior Court No. 649-162; the depositions of plaintiffs Irma Barnum and Robert Barnum in Perth Amboy, New Jersey, in the case of Barnum v. City and County of San Francisco, Superior Court No. 684-918; and take the deposition of plaintiff Norman Cutler in or about Newton, Massachusetts in the case of Cutler v. City and County of San Francisco, Superior Court No. 671-408.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 13 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0161-MR 5-13-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Ruth Krall	73 S 0627-1 $2,000.00	1-7+	2-23-74	A	$ 2,000.00
Margaret Fisher	74 B 0524-1 $11,693.16	6-6+	9-18-74	A	2,500.00
Litigated Settlement					
Howard M. Leggett	69 B 1894-2 $22,056.32	5-3	1-17-70	(A $1,500) (B $2,056)	3,556.00
Judgments					
None					
					$ 8,056.00

Total settlements: 3

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of May 13, 1975.

Secretary and Assistant General Manager

5-13-75

THIS PRINT COVERS CALENDAR ITEM NO. MR-8

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

DEPARTMENT San Francisco Municipal Railway

BRIEF DESCRIPTION:

Adjust route of Line 36 Miraloma.

EXPLANATION:

The present operation of Line 36 on Staples Avenue between Phelan and Forester is undesirable for two reasons. The street is so narrow that not even an automobile can pass one of our coaches, and at the intersection of Staples and Phelan there is an undesirable jog into the narrow street with an "S" type movement.

These disadvantages can be avoided by making the crossover between Phelan and Forester on Judson Avenue instead of Staples Avenue.

This proposed reroute will not conflict with the Muni/BART Coordinated Transit Planning Study's proposed adjustments to this line.

ENCLOSURES: (List numerically and by title)

1. PUC resolution.
2. Map of route change.

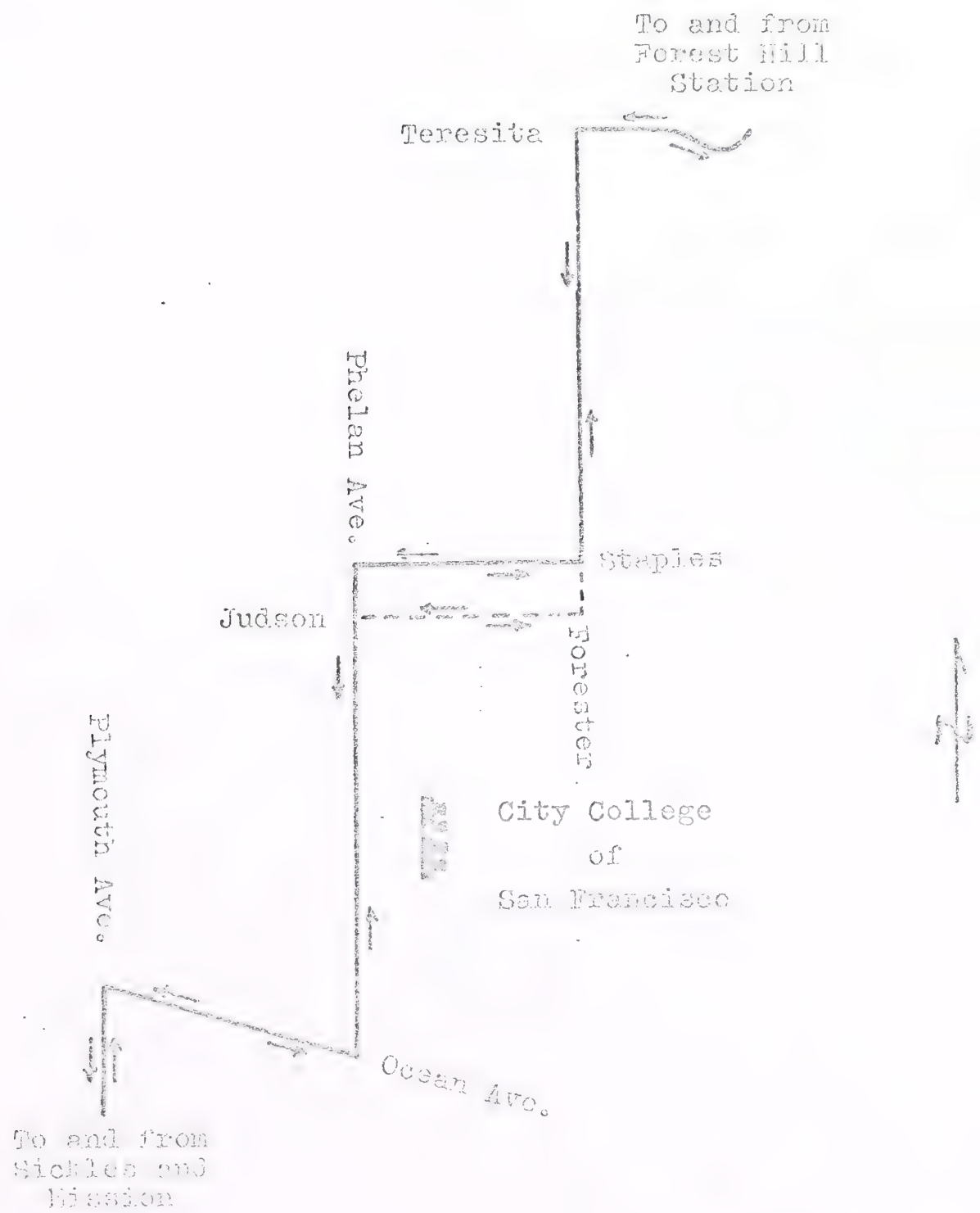
APPROVALS:	DATE
Department Head	5-1-75
Secretary, PUC	5-5-75
Asst. GM (Fin.)	5-5-75
General Manager	5-6-75

APPROVED PUC CALENDAR DATE MAY 13 1975

SAN FRANCISCO MUNICIPAL RAILWAY

PROPOSED REROUTE

MOTOR COACH LINE 36 - MIRALOMA



Schedule and Traffic
Department
March 17, 1975

Present Rt 36 ———— Scale: None

Proposed Rt 36 - - - - -

THIS PRINT COVERS CALENDAR ITEM NO. 9 M C - 10

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

DEPARTMENT SAN FRANCISCO MUNICIPAL RAILWAY

BRIEF DESCRIPTION:

Approval of and authorization for execution by the General Manager, Public Utilities Commission of a memorandum of agreement between the Board of Control of the Golden Gate Recreational Travel Study and the City and County of San Francisco for the funding of Route 32-Embarcadero temporary extension to Fort Cronkhite in the Marin Headlands.

EXPLANATION:

The National Parks Service has made available to the Board of Control of the Golden Gate Recreational Travel Study which will permit the subsidization of the extension of Municipal Railway Route 32-Embarcadero to Fort Cronkhite in the Marin Headlands. The service would operate during the summer months of 1975 on weekends and holidays only.

A memorandum of agreement between the Public Utilities Commission and the Board of Control of the Golden Gate Recreational Travel Study has been drawn up which agrees to provision of service and reimbursement thereof. It also briefly outlines the method of payment.

ENCLOSURES: (List numerically and by title)

1. Memorandum of agreement
2. Public Utilities Commission resolution

APPROVALS:

		DATE
	Department Head	5-2-75
	Secretary, PUC	5-6-75
	Asst. GM (Fin.)	5-7-75
	General Manager	5-7-75

ASSIGNED PUC CALENDAR DATE MAY 13 1975

THIS PRINT COVERS CALENDAR ITEM NO. 9MR-11 75-386

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

DEPARTMENT SAN FRANCISCO MUNICIPAL RAILWAY

BRIEF DESCRIPTION:

Approve temporary extension of alternate trips of Route 32-Embarcadero from its current terminal at Beach and Hyde Streets to Fort Cronkhite in Marin County. The approval is contingent upon funding from the United States National Parks Service. The service would operate as a recreational demonstration project on weekends and holidays only during the summer of 1975. The service will be complemented by the operation of the Golden Gate Bridge, Highway and Transportation District's Route 64 from the San Francisco Zoo to Point Reyes.

EXPLANATION:

The Citizens Advisory Committee and the Board of Control of Golden Gate Recreational Travel Study with the participation of Municipal Railway planning staff have recommended that public transit access be provided to the Marin Headlands as a demonstration program. Currently the only means of access to this area is by automobile.

In order to provide public transit access to the Marin Headlands for both San Francisco and Bay Area residents, it is proposed that Route 32-Embarcadero be extended from its current terminal at Beach and Hyde Streets to the Marin Headlands at Fort Cronkhite via the following route: Beach and Hyde (current terminal); Beach; Polk; Northpoint; Van Ness; Bay; Fort Mason (turnaround in parking lot); Franklin; Lombard; Letterman Drive; Lincoln; Halleck; Mason; Crissy Field Road; McDowell; Lincoln Plaza Drive; Golden Gate Bridge (U.S. 101); Alexander Offramp; Bunker Road; Baker-Barry Tunnel; Bunker Road; Mitchel Road; Terminal (parking lot at Fort Cronkhite). Return via identical route to Hyde at Beach, then resume regular route.

The funding made available from the National Parks Service would provide for service to operate on a 40 minute headway to Fort Cronkhite. This would result in every other Route 32 trip having a Fort Cronkhite destination.

The routing will provide access to the Marin Headlands on both a local and a regional scale. The current Route 32 alignment in San Francisco results in convenient interface opportunities with local and regional transit routes enabling convenient transit access for residents throughout the area. These include the Southeast section of San Francisco (Routes 15 and 42), Sunset and Mission Districts, (Streetcar lines and Mission Street coaches) and the Northwest sector via major transit lines such as Routes 38 and 55. East Bay residents will have access to the route via the East Bay Terminal while Peninsula residents may reach it at the Southern Pacific Depot. The extension to the Marin Headlands encompasses access to Fort Mason (Golden Gate National Recreation Area), the Golden Gate Promenade, hiking trails in Marin County, and Fort Cronkhite. National Parks Service Rangers

ENCLOSURES: (List numerically and by title)

1. Public Utilities Commission resolution
2. Route map

APPROVALS: DATE

	Department Head	5-2-75
	Secretary, PUC	5-6-75
	Asst. GM (Fin.)	5-7-75
	General Manager	5/7/75

ASSIGNED PUC CALENDAR DATE MAY 13 1975

THIS PRINT COVERS CALENDAR ITEM NO._____

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

DEPARTMENT _____

BRIEF DESCRIPTION:

EXPLANATION:

will conduct extensive public educational tours in the vicinity of Fort Cronkhite and Rodeo Lagoon.

By analyzing the patronage characteristics of this route, transportation planners will be in a position to anticipate the future utilization of public transit as it relates to recreational travel.

The proposal would operate as a demonstration project on weekends and holidays only between June 22, 1975, and October 26, 1975.

The proposal extension was discussed by Mr. James J. Finn, Director of Transportation, with Lawrence Martin, President, and Mr. Samuel Walker, Secretary Treasurer, Local 250-A, T.W.A. The union has no objections.

Operations through the Presidio have been cleared with the military authorities. The extension would involve the following operational data:

Motor Coach Requirements

Saturdays, Sundays, and holidays: 2

Hours of Service

Saturdays, Sundays and holidays: 9:35 a.m. to 6:55 p.m.

Frequency of Service

Saturdays, Sundays and holidays: 40 minute headway

The entire cost required to operate the proposed extension, less anticipated revenues, is expected to be $15,600. The U.S. National Parks Service has agreed to fund the cost of the service. Funds will be made available to the Public Utilities Commission through the Board of Control of the Golden Gate Recreational Travel Study.

ENCLOSURES: (List numerically and by title)

APPROVALS: DATE

_____	Department Head	_____
_____	Secretary, PUC	_____
_____	Asst. GM (Fin.)	5-7-75
_____	General Manager	5-7-75

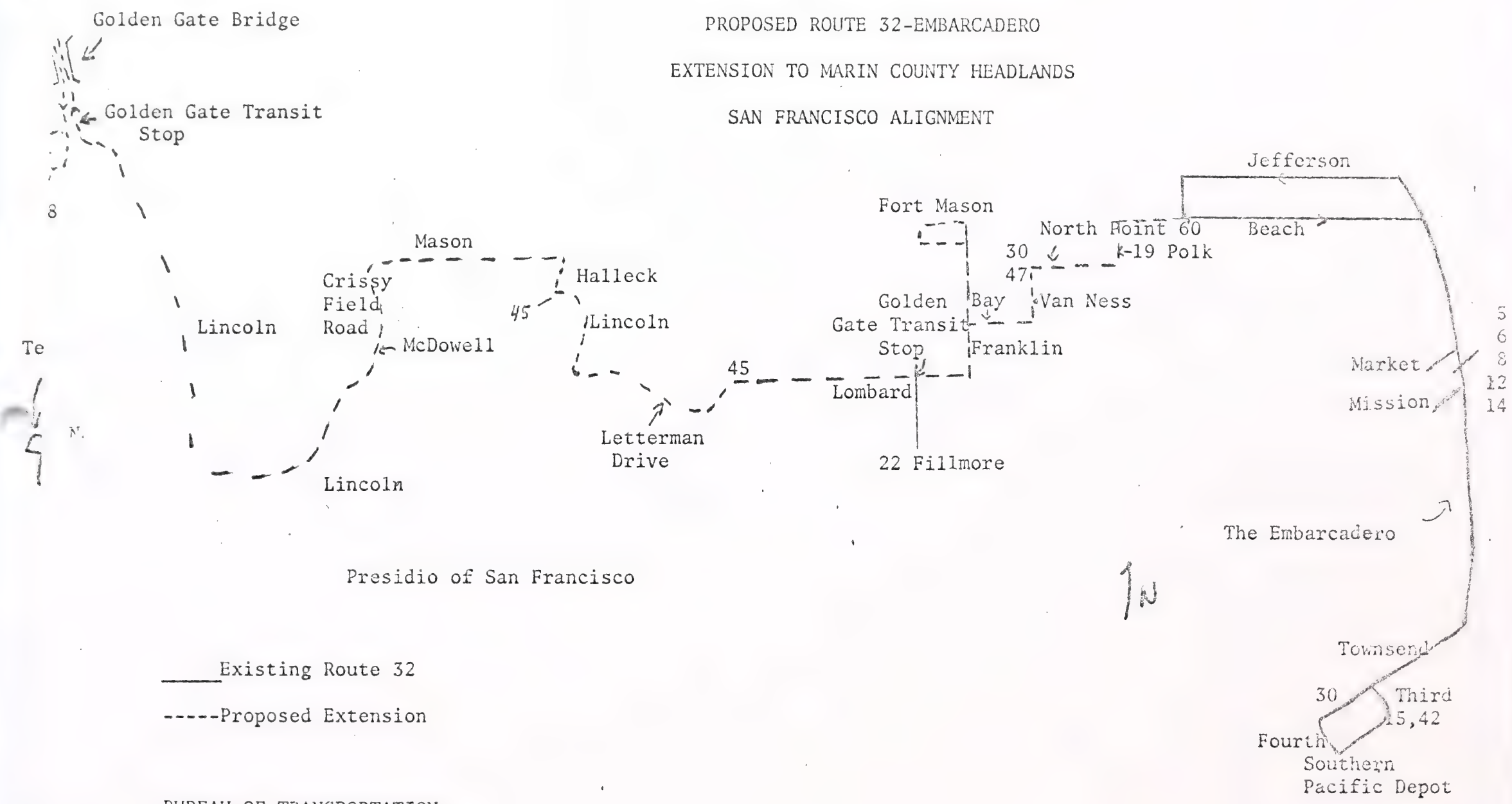
ASSIGNED PUC CALENDAR DATE _____

SAN FRANCISCO MUNICIPAL RAILWAY

PROPOSED ROUTE 32-EMBARCADERO

EXTENSION TO MARIN COUNTY HEADLANDS

SAN FRANCISCO ALIGNMENT



_____Existing Route 32

-----Proposed Extension

BUREAU OF TRANSPORTATION
MAY 1, 1975

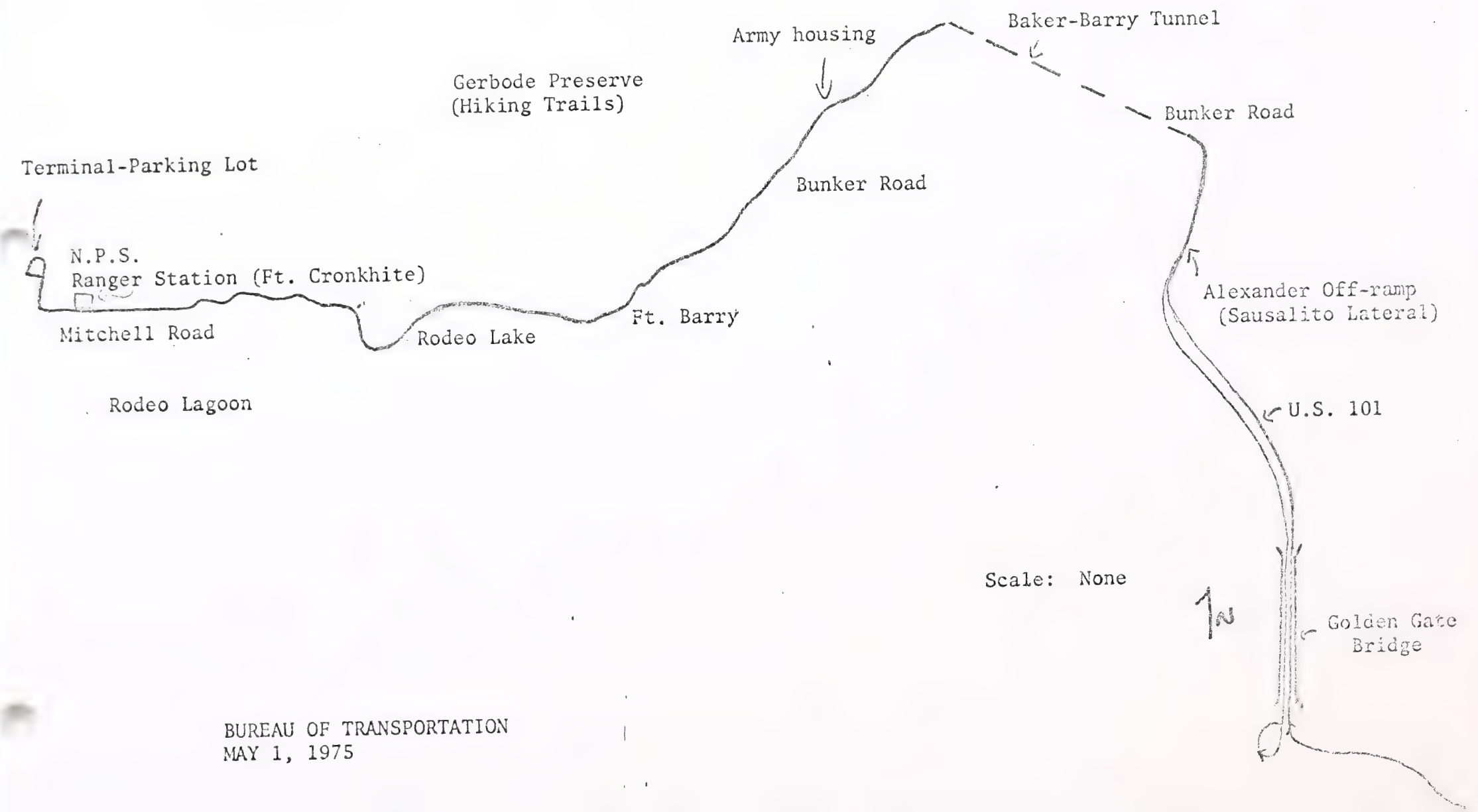
Scale: None

SAN FRANCISCO MUNICIPAL RAILWAY

PROPOSED ROUTE 32 EMBARCADERO EXTENSION

TO MARIN COUNTY HEADLANDS

MARIN COUNTY ALIGNMENT



BUREAU OF TRANSPORTATION
MAY 1, 1975

5/13

THIS PRINT COVERS CALENDAR ITEM NO. 75-0187

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

DEPARTMENT San Francisco Municipal Railway

BRIEF DESCRIPTION: Establish a new bus line to be called "70 Lake Merced."

EXPLANATION:

Muni has received requests from Lake Merced area communities that we provide a transit route to serve them. The two new housing developments that are the reason for the proposed new line are the John Muir Apartments and Lake Merced Hills. Together, these communities will have 920 units, which may be almost fully occupied by June of this year. Both projects are in San Francisco and without transit service within a reasonable distance.

With Line 70 in service, the religious, social, and educational facilities on Brotherhood Way would receive greatly improved service over that now provided by Line 77, a three-days' per week operation. The recreational facilities of Lake Merced, the Zoo, the Recreation Center for the Handicapped, and the Fort Funston area would be more readily accessible. Special use funds from Federal or other sources for the purpose of providing more transit service to recreational areas may thereby be made available to us.

Due to the geographic locations of the major traffic generators and the absence of a suitable west end terminal, a loop in the general direction of north to south and back is deemed the best route. The complete loop will take about a half hour, but most passengers' trips will be to make connecting trips to or from other lines or Stonestown and will take only about 15 minutes.

Continued on Page 2

ENCLOSURES: (List numerically and by title)

1. PUC resolution.
2. Proposed route map.

APPROVALS:		DATE
	Department Head	5-1-75
Thomas P. Tyler	Secretary, PUC	MAY 8 - 1975
	Asst. GM (Fin.)	
John D. Crowley	General Manager	MAY 8 - 1975

APPROVED BY PUC ON ENTER DATE MAY 13 1975

PUC CALENDAR ITEM # _____

DEPARTMENT San Francisco Municipal Railway

PROJECT: _____

EXPLANATION (Continued):

The new line involves the following operational data:

Motor Coach Requirements

Weekdays:	AM & PM peak	2	Saturdays, Sundays,	
	Base & Night	1	Holidays	1

Hours of Service

Weekdays & Saturdays	6:40 a.m. to 10:00 p.m.
Sundays & Holidays	10:00 a.m. to 6:00 p.m.

Frequency of Service
(Number of Minutes Between Coaches)

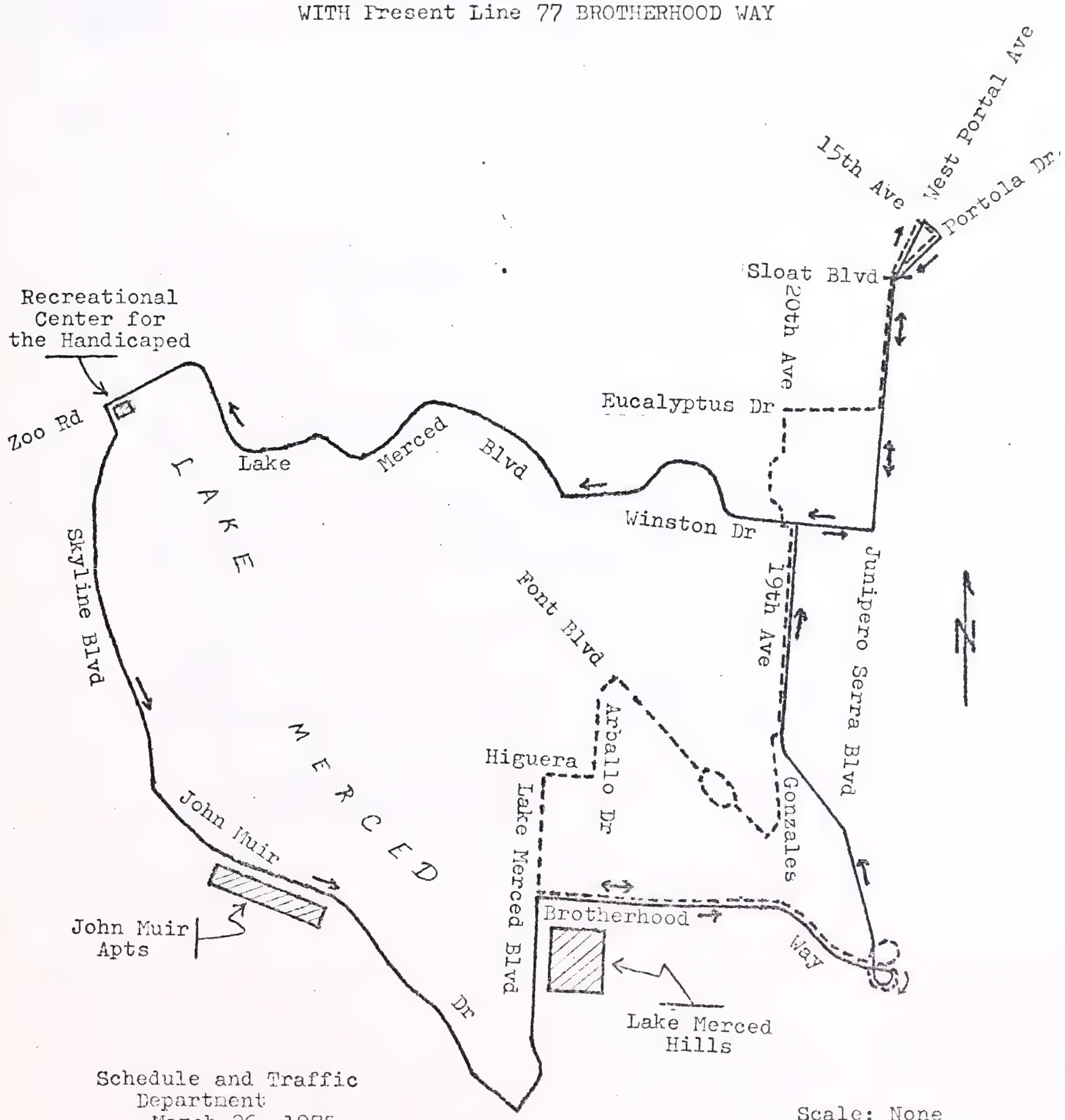
Weekdays:				
	A.M. & P.M. Peak	20	Saturdays, Sundays,	
	Base & Night	40	Holidays	40

Line 77 Brotherhood Way would be eliminated. The estimated annual cost above the cost now incurred by the three-day operation of Line 77 is $158,000. This amount will not add to Muni's operational cost because it will be compensated for as a result of selective reductions in service where capacity is now in excess of need on other lines.

If Muni does not provide the proposed service, some people will be discouraged from fully enjoying San Francisco; and many others will drive private vehicles as their only reasonable alternative.

ADDITIONAL ATTACHMENTS (List numerically and by title)

SAN FRANCISCO MUNICIPAL RAILWAY
Proposed Line 70 LAKE MERCED
WITH Present Line 77 BROTHERHOOD WAY



Schedule and Traffic
Department
March 26, 1975

Scale: None

Line 70 ———
Line 77 - - - - - (to be replaced)

5/13

POLICE DEPARTMENT

CITY AND COUNTY OF SAN FRANCISCO

HALL OF JUSTICE
850 BRYANT STREET
SAN FRANCISCO, CALIFORNIA 94103

ADDRESS ALL COMMUNICATIONS:
DONALD M. SCOTT
CHIEF OF POLICE

OFFICE OF THE
CHIEF OF POLICE

12 May 1975

IN REPLY, PLEASE REFER TO
OUR FILE: H 1606

Mr. Thomas G. Flynn, Secretary
Public Utilities Commission
287 City Hall
San Francisco, California

Dear Mr. Flynn:

I would like to take this opportunity to commend to you and the Public Utilities Commission the fine work of the Muni Security Patrol.

Our experience shows that the presence of Muni Security Personnel greatly deters both criminal activity and boisterous behavior. Information gathered by security personnel enables not only better distributions of said personnel but is beneficial to the regular patrol force and to Muni management.

On rare occasions have serious crimes occurred while security personnel were present. Even in these cases, though they failed to prevent an incident, their prompt notification of the incident via police radio enabled quick response by regular officers. The reluctance of students to board rolling stock patrolled by uniformed security personnel is further evidence of their success.

The consensus of opinion is that the Civilian Muni Transit Detail is doing a good job and effectively reducing crime incident in the Muni Railway.

Very truly yours,

Donald M. Scott

Donald M. Scott
Chief of Police

MUNICIPAL RAILWAY TRANSIT SECURITY FORCE

Operational analysis

January-March 17, 1975

ARRESTS- BATTERY- AGGRAVATED ASSAULTS - GRAND THEFTS	6
ARREST ASSISTS (FELONY)	6
ARREST ASSISTS (MISDEMEANOR)	8
SMOKING WARNINGS	4211
SMOKING CITATIONS	3
VANDALISM WARNINGS	30
LITTER WARNINGS	54
LITTER CITATIONS	2
ON BOARD INJURIES	8
TOTAL INCIDENTS HANDLED	5079
HOURS OF FOOT PATROL	1532
HOURS OF MOBILE PATROL	4256
INCIDENTS WHERE POLICE ARE CALLED	60

5/13

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: May 13, 1975

TO: JOHN D. CROWLEY
General Manager

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

April 1975 marked the second anniversary of the Power Improvement Program grant by UMTA. A noteworthy accomplishment was the selection of a consultant and award of the third professional services agreement for engineering design services for the Power System Supervisory Control and Communications. A purchase contract for $3 million of insulated power cable for power feeders was awarded. Title was acquired to the sites for the Laguna Honda and Judah Substations. Eight construction contracts were awarded for underground duct line construction and feeder undergrounding. The first major construction contract for the Electrification of the Market Street Subway from the Embarcadero Station to Duboce Portal was advertised with bids due on May 15, 1975. A $28 million grant amendment to account for inflation in construction, equipment costs, and to provide required additional improvement to the power system was processed through PUC and Board of Supervisors and sent to UMTA for approval.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on May 1, 1975	Per Cent of Capacity	Storage in Acre Feet on May 1,1974	Per Cent of Capacity
Hetch Hetchy	360,400	41,876	12	172,336	48
Lake Lloyd	268,800	73,447	27	164,857	61
Lake Eleanor	27,100	3,127	12	9,422	35
	656,300	118,450	18	346,615	53

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was decreased from approximately 230 to 160 mgd on April 16, 1975.

Power Production

During the month of April, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 45.010, 79.845 and 48.381 million kilowatthours respectively for a total of 173.236 million kilowatthours, having a value in excess of $1,470,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Plans and specifications have been completed and are being processed towards advertisement.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are being completed. A cooperative pole painting contract with PG&E is under negotiation.

HH-497 Church Street from 22nd to 30th Street - Underground Duct System. Further design work and plan preparation progress is contingent on coordination with D.P.W.'s future sewer work plans.

HH-503 Taraval Street, 20th to 46th Avenue - Underground Duct System. Final plans and specification preparation delayed pending decision on location of Taraval Substation.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Contract advertised for bid on April 25 and 26, 1975.

HH-523 Judah St., 20th to 40th Avenue - Underground Duct System. Further design work and plan preparation progress is contingent on coordinations with D.P.W.'s future street work plans.

HH-525 Sutter St., Presidio Ave. to Leavenworth St. - Underground Duct System. Design work and plan preparation has started.

HH-526 McAllister St., Divisadero St. to Leavenworth St. - Underground Duct System. Design work and plan preparation has started.

HH-527 Haight St., Fillmore St., Church St. and Others - Underground Duct Systems. Design work and plan preparation has started.

Preliminary

Civil, structural and cost studies were made into the feasibility of future project additions and improvements:

1. Pump installation to transfer excess water from Eleanor Dam to Cherry Dam.
2. Study of Kirkwood tailrace under increased head and flows in Mountain Tunnel.
3. The use of Path of Gold light standards on Market Street to carry bus trolley wires.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continued work on contract plans and specifications. Plans and specifications were completed on Contract HH-521, Market Street Subway Electrification, Embarcadero Station to Duboce Portal, and were transmitted to the Public Utilities Commission and UMTA in April 1975 for approval. The contract was advertised on April 15, 1975. Bids are scheduled to be received on May 15, 1975. Final contract documents for the electrification portion of Contract MR-622, Twin Peaks Tunnel Electrification, Structural Repairs and Improvements, were submitted

by the consultant and are being reviewed. Following review, these contract documents will be transmitted to TIP (scheduled for early May 1975).

The Contract for the purchase of insulated copper feeder cable was awarded to Cyprus Wire & Cable Co., 152 Utah Avenue, South San Francisco, California, who submitted the low bid of $3,151,452.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. Plans and specifications at the 85% level for Contract HH-529 Carl Substation-Building Construction and Installation of Electrical Equipment, were reviewed and returned with comments to the consultant.

Plans and specifications at the 85% level covering the Civic Center Substation and Church Substation portions of Contract HH-522, Downtown, Civil Center and Church Substations - Installation of Electrical Equipment were submitted for our review.

Preliminary architectural design drawings, perspectives and substation operational, and design data for each of the two alternative Taraval substation sites were presented by Hetch Hetchy and City Real Estate staff members to the Parkside District Improvement Club on April 11, 1975 and to the Parkside-Taraval Merchants Association on April 16, 1975. Both of the neighborhood organizations are reviewing the information and will make their recommendations at their next regular meetings.

The Carl substation building design was reviewed by the Civic Design Committee of the City Art Commission and received their Phase III (final) approval.

Control and Communications Project

The consultant, Systems Control, Inc., continued work on the preliminary report required under the contract. An advance copy of the portion of the report dealing

with cable and conduit was delivered and is being reviewed in connection with related work in the Power Improvement Program.

Feeder Undergrounding

Work continued on the plans for duct lines for feeder undergrounding. (See Hetch Hetchy Engineering Section).

Overhead Modifications

Work continued on the preparation of plans and specifications for Contract HH-517 for trolley pole replacement, overhead trolley wire reconstruction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will follow the track reconstruction, Contract MR-595R, and will include street lighting work. The scope of this contract has been expanded to include underground cable installation on Ocean Avenue and West Portal Avenue.

Plans, specifications and cost estimate for trolley overhead work to be included in Contract MR-621 for additional storage tracks - Upper San Jose Avenue Yard were transmitted to TIP.

Work continued on the preparation of plans and specifications for trolley overhead work and underground duct lines to be included in Contract MR-620, Track Reconstruction and Undergound Duct Line, Ocean Avenue to State Freeway 280.

Transit Power Engineering

Work continued on the preparation of plans and specifications for the relocation of overhead facilities on Mission and 4th Streets in implementation of the "Transit First" program.

Plans, specifications and cost estimate for reconstruction and relocation of overhead facilities to be included in Department of Public Works' contract Specification No. 23,846, Market Street Reconstruction, Contract 5, Steuart Street to Ecker Street, were transmitted to the Department of Public Works.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-483	Moccasin & Tesla Portal Bldgs.-Exterior Painting & Roof Preservative	$ 33,190	3	51	84	The contractor started back to work 4/1/75, and continues to prepare and prime cottages as required.
HH-484	O'Shaughnessy Dam - Replace Interior Lighting System	45,000	5	95	100	Started back to work 4/23/75. Installing Transfer Switch as required.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	10	30	60	Contractor is continuing with duct bank construction.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave. Underground Duct System	229,585	30	35	18	Conduit bank on West Portal Ave. has been completed. Contractor is working on Ulloa St.
HH-499R	Moccasin & Early Intake Re-Roof Cottages	30,178	1	1	25	Contractor started work on April 22, 1975.
HH-501	Moccasin Bldgs. Repair - Weatherproof	14,366	0	87	100	Material to complete this job was delivered April 22, 1975.
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System	196,148	5	6	60	Contractor is continuing with manholes construction.
HH-509	Paint Steel Towers Moccasin-Newark Transmission Lines	56,890	15	100	71	All work complete as of 4/21/75. Final papers are being processed.
HH-510	Sandblast & Paint Spillway Drum Gates & Operating Cylinders & Piping for Slide Gates, O'Shaughnessy Dam					Invitation for Proposals was advertised on 4/14/75. Bids to be opened on 5/15/75.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-512	San Joaquin River Valve House-Repair & Piping	$ 7,229	0	0	27	No jobsite progress this period.
HH-513	Holm Powerhouse Penstock Painting	33,400	0	0	0	Starting date for this contract is May 1, 1975.
HH-518	Tesla Portal, Overflow Shaft Extension					Invitation for Proposals was advertised on 4/25/75. Bids to be opened on 5/27/75.
HH-519	19th Ave. Randolph & Broad St.-Underground Duct System	179,780				Pre-construction meeting was held on 4/30/75. Contractor notified to proceed on 5/5/7.
HH-520	Haight St.-Stanyan St. to Central Ave. Painting Steel Trolley Poles	4,248	0	0	1	Pre-construction meeting was held on 4/25/75. Contractor notified to proceed on 4/28/75.
HH-521	Market St. Subway Electrification, Embarcadero Station to Duboce Portal					Invitation for Proposals was advertised on 4/15/75. Bids to be opened on 5/15/75.
HH-595R	Junipero Serra Blvd. Track Reconstruction	68,640	20	95	100	All Hetch Hetchy items under the contract have been completed. Temporary crossovers still in service.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	5	90	100	Contractor is continuing with installation of underground feeders and trolley poles.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

April 1975

Contract No.	Title	% Completed This Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
2	Front to Fifth	0	90	Routine maintenance.
3	Eighth to McCoppin	0	61	Routine maintenance.
5	United Nations Plaza, Phase I	1	1	Work on Hetch Hetchy items started 4/28/75. Contractor replacing untreated wood poles in project area.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	3	88	Restored inbound trolley wires on south side of Market Street. Moved outbound traffic to center lanes.
1S0033	Castro Street Station	5	90	Relocated overhead lines on Market Street between Noe and Collingwood to comply with BARTD detour plans.
1S3051	Embarcadero Mezzanine	2	87	Contractor relocated poles and overhead wires on Market Street.

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

May 27, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Safety
	Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-99

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

The minutes of the regular meeting of the Commission held May 13, 1975 were approved.

RESOLUTION NO.	
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0192 H	Approving revision of schedule of rates and discounts to be charged by Public Utilities Commission for Hetch Hetchy electric power service.
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Byrne, seconded by Diviny, the following resolution was adopted:
75-0193 H	Approving revision of cost allocation methods and procedures for the determination of cost of electric service to City departments.
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Berman, seconded by Carey, the following resolution was adopted:
75-0194 M	Approving revision of the existing schedule of rates, fares, and charges by the Municipal Railway so as to establish discount fares for the handicapped and elderly.
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Berman, seconded by Carey the following resolution was adopted:
75-0195 M	Supplemental Appropriation - Rates, fares, and charges - Municipal Railway
	Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey
	On motion of Carey, seconded by Byrne, the following resolution was adopted:
75-0196 H	Rejecting all bids received for HH Contract No. 510 - sandblasting and painting drum gates and operating cylinders and piping for slide gates at O'Shaughnessy dam - authorizing rebid call.

Vote: Ayes-Flynn, Byrne, Diviny, Carey
No: Berman

On motion of Diviny, seconded by Berman, the following resolution was adopted:

75-0197 H Awarding HH Contract No. 521 in amount of $1,077,000 - Amelco Electric of San Francisco - Market Street Subway electrification system, Embarcadero Station to Duboce Portal - PIP

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0198 H Reject extension and authorize call for new bids BLHP No. 188

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0199 H Approving extension of Bureau of Light, Heat & Power Contract No. 187 with Pacific Gas & Electric Company for furnishing street lighting service fiscal year 1972-73, 1973-74, 1974-75: from midnight June 30, 1975 to midnight July 31, 1975, and month-to-month thereafter until terminated by either party upon advance notice.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0200 H Accepting as satisfactorily completed HH Contract No. 509, for painting steel towers on the Moccasin-Newark Transmission Line - authorizing final payment

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0201 H Declaring as surplus, 13.99 acres Hetch Hetchy property at Groveland, Tuolumne County - requesting Director of Property prepare necessary legislation authorizing sale to the Groveland Community Services District at appraised value $48,000.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, CArey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0202 H Approving Department of Public Works' proposal for construction of new street lighting system on Turk Street between Divisadero and Masonic Avenue.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0203 H Approving Department of Public Works' proposal for construction of new street lighting system in the North Waterfront Area, Stage I.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0204 H Approving Department of Public Works' proposal for construction of new street lighting system on Keith Street from Evans Avenue to Newhall; and on Newhall Street, from Jennings to 600' west of Keith.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0205 H Approving collection of Bureau of Light, Heat & Power damage claims, month of April 1975,

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0206 H Approving amendment to agreement with Bechtel Incorporated, increasing the total payment and the fixed fee for design of substation buildings and installation of rectifier equuipment under the PIP

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0207 W Accepting as satisfactorily completed WD Contract No. 1671 - irrigation system at Sunset Reservoir North Basin and approving final payment - Diane Associates, Inc., contractor

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0208 W Accepting as satisfactorily completed WD Contract No. 1658 for reroofing of Potrero Heights Reservoir and authorizing final payment to Western Roofing Service, contractor

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0209 W Authorizing exchange of properties between the City and San Francisco Redevelopment Agency located in Hunters Point Redevelopment Project Area

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0210 W Approving write-offs of uncollectible accounts receivable more than 90 days pas due - Month of April 1975 - Water Department

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0211 W Approving supplemental appropriation - $18,000 for contractual services for a new electronic leak detection method.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0212 M Authorizing Bid Call - MR Contract No. 622 - electrification, structural repairs and improvements within Twin Peaks Tunnel - TIP

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0213 M Authorizing Bid Call - MR Contract No. 630 - coin turnstiles at the Victorian Park cable car boarding facility - TIP

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0214 M Authorizing call for bids on agreement to provide vending machine service at all Municipal Railway divisions and facilities. Term: one year, with possible one year extension at Commission's discretion.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0215 M Supplemental appropriation - $218,152 for adjustment of salary schedules in certain classifications for employees promoted from Municipal Railway operators class

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0216 M Approving payment of claims - Municipal Railway - Month of March 1975.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0217 M Approving compromises and collections of Municipal Railway damage claims against miscellaneous debtors - Month of March 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0218 M Amending list of authorized signatures for Municipal Railway General Claims Agent revolving fund to reflect retirements and current personnel assignments.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0219 M Approving $1400 for travel, per diem expense and witness fees for two witnesses from New Jersey to testify in San Francisco in case against the Municipal Railway.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0220 M

Approving partial adjustment of motor coach line 42-Sansome by rerouting via Cargo Way instead of Evans Avenue, to serve the Pier 96 area.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0221 GO

Confirming allotments and transfer of funds under $10,000 for third quarter 1974-75, totalling $7,673,869, submitted by departments under jurisdiction of the Public Utilities Commission.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0192-MR

Requesting Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $5,710.00.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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PUBLIC HEARING - To consider revision of schedule of rates and discounts to be charged by Public Utilities Commission for Hetch Hetchy electric power service.

Oral L. Moore, Hetch Hetchy General Manager, stated that subsequent to the public hearing conducted April 22, 1975, on proposed rate schedule revisions, he supplied the Commission with two tabulations. The first, having to do with the estimated cost of service of Hetch Hetchy power assignable to municipal consumers, showed that without the recommended rate increase municipal consumers would be faced with a revenue requirement of over $1 million next year. With the rate increase recommended the Muni department consumers would continue to be served at approximately the current cost.

The second tabulation showed estimated revenue expense figures for total Hetch Hetchy power and water sales for the current fiscal year, and projection of those revenues and expenses in the succeeding fiscal year, if the rate recommended is adopted.

Mr. Moore stated there is no change in his rate recommendation as presented at the first public hearing conducted April 22, 1975, which would permit the City's most profitable utility to continue to supply power for the municipal purposes of San Francisco near the present low rates. The proposed rates are fair to the commercial customers in that City would provide power at the same price as the alternate source, Pacific Gas and Electric Company. Additional revenues would be generated which should permit Hetch Hetchy to continue to make significant contributions to the general fund of the City and County of San Francisco.

Commissioner Berman requested the Secretary to read for the record the following letter received from San Francisco Tomorrow, #9 First Street, Room 826, San Francisco, dated April 25, 1975, addressed to Commission President H. Welton Flynn:

"Re: Commending the April 22nd PUC proposal to charge private users of city power the prevailing rates (P.G.& E.).

Dear Mr. Flynn:

We would like a copy of the April 22nd recommendation which received widespread publicity this week. Certainly private corporations should pay the prevailing costs of energy. To do otherwise would represent a hidden subsidy by the city and all other users. Many consider the high cost of energy to be one of the primary factors working to conserve energy and make all industrial activity more efficient.

San Francisco Tomorrow is a city-wide environmental organization with some 400 members. Over the past several months we have been meeting with representatives of some 45 neighborhood groups in San Francisco. The Neighborhood Environmental Caucus has adopted the following resolution as part of its campaign platform:

City power should not be sold to any private user directly or indirectly for less than the prevailing rate.

We request that this policy be made part of the record and a copy sent to each commissioner.

Sincerely yours,

s/ Robert Scrofani
President

SMS/S
cc: Supervisor Dianne Feinstein, Supervisor John Barbagelata, Supervisor Quentin Kopp, Federal Energy Office, California Energy and Research Commission."

The following persons spoke against the proposed revised rate schedule which would result in an increase to the miscellaneous customers at San Francisco International Airport and Norris Industries. This, they contended, would be unrealistic and unfair.

Gordon E. Davis, Attorney, 111 Sutter Street, San Francisco - representing United Air Lines at SFIA.

David L. Hirsch, counsel for Norris Industries of 5215 South Boyle Avenue, Los Angeles - operator of the Riverbank Army Ordinance Plant.

Horst Oziuna - representing Hilton Inn, SFIA.

Ross W. Peterson, P. O. Box 1760, Santa Monica - representing Host International, Inc., at SFIA.

Mr. Davis objected to the idea that Airport tenants should be asked to pay for all the increased costs of the Hetch Hetchy power system. He analyzed the figures contained in the HH tabulation sheets #16 and #17, and contended that the 69.6% increase to Airport tenants was unrealistic and unfair. He said, however, he did not oppose the over-all increase of 20.8% required to equal cost of service at 6% return as shown on sheet #16.

He pointed out that over the years PG&E has had decreases--that in 1971 PG&E rates were lower than in 1968. Only during the past few years have their rates gone up in any significant degree. He claimed that SMUD and Los Angeles Water and Power charge an appropriate rate to their tenant customers which is lower than PG& E.

Mr. Hirsch said that Norris Industries' Riverbank plant is an agent of the Federal government in that the installation is government owned and government operated. The increased cost of the electric service would be passed on to the Federal government, which would then be a subsidy to the Municipal Railway. Therefore, the benefit would be to the Municipal Railway rather than the other City departments.

He said he would not oppose a reasonable cost increase but outright subsidy of the Municipal Railway is unreasonable.

He said the company has no other available alternative (its only supplier being Hetch Hetchy or PG&E), and that if the Commission agreed to the increase, Norris would have no choice but to pay and fight the problem in another way.

Mr. Hirsch also mentioned that Schedule A-14 rate there is a special condition requiring a 10-year contract, with a two-year notification before termination. Inasmuch as the plant is not always in operation, the present standby charge of $1400 would be increased under the proposed rate to $54,000 per month. Under the two-year cancellation notification provision this could amount to a very large sum.

At this point Mr. Moore informed the Commission he would recommend waiving the 10-year contract requirement under Schedule A-14 because the City has use for the Hetch Hetchy power if the Riverbank plant is shut down. This would relieve the customer from the standby charge because the Norris Industries' bill would drop back to a minimum during the closed-down period.

Before the next speaker addressed the Commission, Commission President Flynn asked that no further threats of law suits be made in closing remarks.

Mr. Oziuna and Mr. Peterson, as private operators at the SFIA, expressed concern with the increase in rates to the airport tenants, and pointed out that the increased cost would be passed on.

Others who signed up to speak were:

Victor Honig - San Francisco Tomorrow - called from the room and did not speak.

Mark Krasky - San Francisco Ecology Center - said he would be disappointed if the Commission voted against the rate adjustment on the basis of the rationale presented by the opposition.

At Commissioner Flynn's request, Utilities General Counsel William F. Bourne, explained the Commission's legal position. He said the PUC is within its legal rights in establishing the rates recommended by Mr. Moore and his staff. Hetch Hetchy is not a "classical utility" which must factor in certain of its cost elements in order to set a reasonable non-discriminatory rate. A true classical public utility is a business entity which has dedicated its properties and services to the general public -- where all members of the public are entitled as a matter of right to that service under reasonable services and under reasonable rates. There can be no discrimination, although it is allowable to quote different rates for different consumers.

Mr. Bourne said Hetch Hetchy is not a true utility. In this instance it is fixing rates for contract users. Hetch Hetchy has not dedicated to public service all of its properties. By and large, its services are municipal services. Under the Raker Act it sells electric energy to Modesto and Turlock Irrigation Districts, and it is required to do this at cost. However, in fixing the rate for contract service, it is not mandated in any direction to do this at cost.

Mr. Bourne pointed out that PG&E, as recited in the State Constitution, must establish rate charges for electric power in accordance with California law. In San Francisco, as established under the laws of California through the City's Constitution and Charter,the rate fixing authority rests with the City's Public Utilities Commission. Therefore, in this instance the Commission is empowered to fix rates on the basis of contract use by the persons to whom the energy is being sold, and it is not in any way proscribed by what has been suggested by the opponents as the ordinary utility rule that rates must be established on the basis of all the various cost factors.

Mr. Crowley, noting that some of the speakers inferred there would be a tendency to come back and try to increase the rate each time the PG&E does, said that certainly is not the intention of staff. It has been 17 years since San Francisco has increased its electric power rates--the effort here is to bring them up to date.

Mr. Bourne said the question had been raised whether upon initially fixing the contract users' rates at the same dollar amount as PG&E rates, the Commission action could include tying in automatic increases granted PG&E. His advice was that this would be an illegal delegation of the Commission's authority to fix rates.

Commissioner Berman pointed out that discrimination could be taken both ways -- it could be said that the Riverbank Company and the Airport tenants have been enjoying lower rates all these years, whereas other customers for Hetch Hetchy's surplus power have been receiving the energy at PG&E rates authorized by the State of California.

Mr. Hirsch responded that the Riverbank plant was erected at its present position during the wartime because of proximity to the HH lines. Mr. Davis stated that Airport tenants are bound by their contracts with the Airport, which provides they would be served power through the Airport -- they have no other choice. He said he was pleased with Mr. Crowley's comments that it was not the intention to bring all future increases matching PG&E increases before the Commission, as he had understood otherwise.

Commissioner Flynn said that in his judgment Mr. Crowley's statement was a true statement.

Melvin S. Springer, Chairman of the Grand Jury Public Utilities Committee, pointed out there are periods when certain loads in San Francisco are not being picked up by HH power and are being furnished by PG&E, for which City is paying PG&E, and these costs have not been passed on.

Commissioner Byrne moved adoption of the rate schedule as recommended by staff, with O. L. Moore's recommended amendment, waiving the 10-year contract requirement under Schedule A-14. Commissioner Diviny seconded the motion.

Commissioner Berman said he wished to make sure that within the context of the motion that this was an individual move on the part of the PUC at this particular time and was not tied automatically with any rate increase (or decrease) that the PG&E might receive from the State PUC.

On roll call, the Commissioners unanimously adopted Resolution No. 75-0192 approving the increased rates for HH power, and Resolution No. 75-0193 providing for the method of allocation of joint capital and annual operating costs between power and water functions, and definition of cost components to be included in determination of cost to serve City departments with Hetch Hetchy power.

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PUBLIC HEARING - To consider revision of the existing schedule of rates, fares, and charges by the Municipal Railway so as to establish discount fares for handicapped and elderly.

Curtis E. Green, Municipal Railway General Manager, explained the new fare proposal - a 5-cent fare for the handicapped, at all times other than peak hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., for a trial period of six months, commencing July 1. The Muni already has a 5-cent fare for senior citizens and no charge for qualified blind.

He said bay area transit agencies, faced with the common requirement of the U. S. Urban Mass Transportation Act of 1974 that handicapped persons be charged a reduced fare during off-peak hours, collaborated on a uniform regional set of standards for the discount fares. The Muni staff, along with representatives of the other transit services, met with physicians and members of the handicapped community in order to simplify the procedure for people wishing to take advantage of this requirement of the Act.

Under the plan developed, seven major categories for defining qualifying handicapped were established and an application process by which those qualifying might obtain identifying discount cards.

Mr. Green estimated the costs involved would be $13,575 for Muni's share of the operating cost, and $960,000 to cover the estimated loss of fare box revenue.

Commissioner Berman, in favor of the program, thought the estimate of $900,000 revenue loss a little high since a large percentage of these passengers are being taken care of under other Muni reduced fare programs.

Mr. Green stated the estimate may prove high, but that A/C Transit, one-half as large as Muni, has estimated its loss under this reduced fare for the handicapped at $1 million.

The following persons spoke in favor of the program:

Lloyd Hartman of 1875 Sacramento Street - totally disabled.

Shirley Jones of 3452 - 18th Street, representing the Bayview Mental Health Community Care Program.

Kenneth J. Schmier, Attorney at Law, an advocate of Muni's Fast Pass.

Marguerite Warren of 1746 - 32nd Avenue, who asked if there would be an exchange of these passengers with BART.

Mr. Green said that the identification card for the handicapped would be valid on all transit agencies in the area -- but that each agency will set its own fare.

Commissioner Berman requested that this new fare be publicized by the Muni as widely as possible, and that Public Service Director James H. Leonard disseminate the information through every possible news media so as to reach those people who qualify.

On motion of Commissioner Berman, seconded by Commissioner Carey, the Commission unanimously adopted Resolution No. 75-0194 approving the 5-cent discount fare during off-peak hours for qualified handicapped persons, and Resolution No. 75-0195, requesting a supplemental appropriation in the amount of $973,575 to cover the Municipal Railway operational costs and revenue losses.

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The Commission adopted Resolution No. 75-0196, rejecting all bids received for HH Contract No. 510 for sandblasting and painting drum gates and operating cylinders and piping for slide gates at O'Shaughnessy Dam, and authorizing rebidding. Mr. Moore explained that four bids were received on May 15, 1975 ranging from $32,970 to $117,300. Subsequently, the low bidder, Ross Porter Quality Painting of Sonora had asked that his $32,970 bid be withdrawn because of an error in the preparation of the bid. The second low bid received from Runnels Industries, Inc., Richmond, in the amount of $75,114 was in excess of the department's estimated cost for this work, which was $43,000. It was Mr. Moore's recommendation that all bids received be rejected, and the work be readvertised.

Mr. A. B. Gant of Runnels Industries, Inc., appeared and protested the staff's recommendation. He claimed that upon withdrawal of the irregular low bid, the contract should be awarded his company, the second lowest bid. He appealed to the Commission that it was not fair play to repeat the bid call once the contractors have revealed their figures.

Commissioner Flynn pointed out the reason for the recommendation for rejection was that all the bids were "out of the ballpark."

Discussion followed during which Utilities General Counsel Bourne told the Commission that was sufficient reason for the Commission to reject all bids. He said there may be a disadvantage to the contractors in rebidding, but that the law is clear with regard to permitting the erroneous bidder to withdraw his bid. It is his absolute right; the Commission has no discretion in this matter.

Commissioner Byrne said that he was in a position to appreciate Mr. Gant's position. However, the Commission had no alternative, but to reject all bids. He advised the staff to make every effort in the future to see that all financial aspects in the bidding procedure are clearly presented.

Commissioner Berman said he would not favor rejection because the engineer's estimate was low ($43,000) and the contractor's proposal ($75,000) high in this instance; whereas in other bids the situation was sometimes vice versa. He felt there should be some consistency.

On roll call Commissioner Berman voted "no" on this item.

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HH Calendar Item #3, proposed resolution approving a one-year extension to June 30, 1976, on BLHP Contract No. 188 with Mahoney Electric Company, for maintenance and repair of City-owned street lighting system for fiscal year 1974-75.

Commissioner Berman said it was his opinion that with readvertisement of this contract City would secure a lower bid for this work, and he moved that the recommended extension be rejected.

Commissioner Carey seconded the motion. In view of the present unemployment in the construction trades, he said it would be well in public interest to put the contract out to competitive bid.

Rejection of the one-year extension of BLHP Contract No. 188 was unanimously approved.

Thereupon Commissioner Carey moved that the contract be advertised for rebid. Commissioner Berman seconded, and Resolution No. 75-0228 was unanimously adopted, authorizing rebid of this contract for fiscal year 1975 (BLHP Contract No. 191).

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WD Calendar Item #6, proposed resolution authorizing acceptance of 50% of total amount $6,041.70 due for reimbursement of 1966-1975 taxes under Land Use Permit issued to the City of Mountain View by

the Water Department.

Arthur H.Frye, Jr., Water Department General Manager and Chief Engineer, said his department has tried to collect the original amount, but that due to ambiguous language of the permit, difficulties have arisen. Negotiations with the City of Mountain View have culminated in the compromise proposal of 50% settlement, based on the Commission's current policy to charge one-half of the applicable tax bills on permit such as this.

Commissioner Flynn said that the 50% rule was adopted by the Commission in 1974 and should not be made retroactive for a permit that was issued nine years before. It was his opinion that the matter should be tried in the courts.

The other Commissioners concurred with Commissioner Flynn and voted unanimously to reject acceptance of 50% of the total amount due.

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Resolution No. 75-0214 authorizing call for bids on agreement to provide vending machine service at all Municipal Railway divisions and facilities.

Commissioner Flynn asked that the City Attorney's Office check whether the insurance requirements for this agreement cover "food poisoning."

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Resolution No. 75-0220 approving partial adjustment of MC Line 42-SANSOME by rerouting via Cargo Way instead of Evans Avenue.

Mr. Green explained that the minor rerouting resulted from the demolition of buildings on Evans Avenue between Third and Jennings, and additional patronage generated in the Pier 96 area.

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MR Calendar Item #11, proposed resolution approving amendment to agreement with International Engineering Company, Inc., increasing from $478,000 to $561,550, the design fee for the Municipal Railway transit car maintenance facilities, storage facilities, and terminal. (Over from previous meetings.)

Commissioner Berman asked that the record show the receipt by Commission Secretary of a letter from the City Attorney's Office dated May 22, 1975 relative to the above subject. The conclusions are the same as those expressed by Utilities General Counsel William F. Bourne in his oral advice to the PUC at its meeting of April 22, 1975.

Commissioner Berman said that the City Attorney's letter bears out his original contention that under the City Charter the approval by the Commission of the proposed modification to the agrement with

International Engienering Company could be construed as a gift of public funds and the Commissioners could be liable for this amount and also malfeasance of office. He moved, therefore, that the modification be denied. Commissioner Carey seconded the motion, and on roll call the Commission voted unanimously to disapprove the amendment to the International Engineering Company agreement.

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Communications:

None

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Roll Call:

All Commissioners passed.

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THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0192

WHEREAS, Adoption of Pacific Gas and Electric Company's currently effective rate schedules, with appropriate discounts for municipal customers, is deemed the best method of establishing competitive rates for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco; and

WHEREAS, Such adoption would result in increased revenue and savings in billing cost to City; now, therefore, be it

RESOLVED, That pursuant to notice of intention to adopt schedules of rates for furnishing Hetch Hetchy power to consumers not otherwise covered by special rate agreements with this Commission, heretofore published as is required by the Charter of the City and County of San Francisco, and pursuant to public hearing conducted in compliance with the aforesaid notice, the following schedules entitled "Rate Schedules for Furnishing Hetch Hetchy Power to Private Consumers and Municipal Departments of the City and County of San Francisco" be and the same are hereby adopted, to wit:

1. The rate schedules adopted are those of the Pacific Gas and Electric Company for like class of service, as authorized by the State of California Public Utilities Commission and currently in effect, as follows:

   A-1, A-2, A-3, A-4, A-5, A-12, A-13, A-14, A-15, OL-1, D-1, D-2, D-3, D-4, D-5, DM, H-1, LS-1, LS-2, LS-3, LS-4, TC-1, P-1, P-3, P-5, PA-1 and S-1

2. The rate schedules shall be applied in the following manner:

   (a) To private consumers, including power for resale to Airport tenants - with no discount;
   (b) To municipal departments of the City and County of San Francisco - with discount.
   (The discount rate will be established to give service at cost or at the foregoing rates, whichever is less.)

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0192

3. The provisions of special condition #7 of Rate Schedule A-14 dealing with the requirements for long-term contracts shall be waived.

BE IT FURTHER RESOLVED, That the foregoing rate schedules be submitted to the Board of Supervisors for approval, as required by Section 3.598 of the Charter, and be made effective to both private consumers and municipal departments of the City and County of San Francisco on the first day of the next regular month following such approval;

BE IT FURTHER RESOLVED, That in accordance with File No. 8832, Ordinance No. 7384, this Commission approves and hereby submits to the Board of Supervisors a report of the anticipated effect of approval of the foregoing upon the budget of Hetch Hetchy Water and Power for the current and succeeding fiscal year, together with all the data supporting such conclusions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0193

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0193

WHEREAS, This Commission, by its Resolution No. 16,784, dated October 29, 1956, approved and directed the adoption of an accounting procedure by which the joint capital and annual operating costs of the Hetch Hetchy Water and Power be allocated 80% to the power function and 20% to the water function as the result of an allocation study dated August 1, 1955, by Mr. R. A. Wehe, Consulting Engineer; and

WHEREAS, The configuration of the Hetch Hetchy Water and Power project has changed substantially since 1955, including City's participation in the construction of the New Don Pedro Reservoir by the Modesto and Turlock Irrigation Districts; and

WHEREAS, Brown and Caldwell, Consulting Engineers, in their January 1972 study relating to the "Evaluation of Annual Hetch Hetchy Assessment to the San Francisco Water Department", have recommended the employment of the "Proportional Benefits" method of joint cost allocation between power and water functions as more appropriate for the existing project; and

WHEREAS, This Commission, by its Resolution No. 18,875, dated January 20, 1959, approved and directed that the cost of providing electric service to the Municipal Departments of the City and County of San Francisco be defined as the actual budget cost for maintenance, operations and bond interest, exclusive of provision for additions and betterments, plus an amount of reasonable depreciation, as determined in accordance with the provision of Charter Section 128 (now 6.407), and any other unfunded cost; and

WHEREAS, R. W. Beck and Associates, Analytical and Consulting Engineers, in their report entitled "Study of Electric Rates and Cost of Service of Hetch Hetchy Project", dated December 1967 and July 1971, had concluded that the use of bond interest as a component in the determination of cost of service is inappropriate and recommended instead the rate of return method; and

WHEREAS, This Commission, also by its Resolution No. 18,875, approved and directed that the General Manager of Hetch Hetchy Water and Power be authorized to establish, subject to the approval of the General Manager of Public Utilities, appropriate discounts to be applied to billings to the Municipal Departments of the City and County of San Francisco, based on the cost as defined in said Resolution; now, therefore, be it

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0[illegible]

RESOLVED, That this Commission hereby approves the "Proportional Benefits" method of allocation of joint capital and annual operating costs as set forth in the Brown and Caldwell report of January 1972, and hereby directs that this method be adopted as accounting procedure for Hetch Hetchy Water and Power as follows:

Beginning July 1, 1974, the joint capital and annual operating costs related to City's participation in the New Don Pedro Project shall be allocated in the proportion of 30% to power and 70% to water and the joint capital and annual operating costs related to all other Hetch Hetchy facilities shall be allocated 67% to power and 33% to water; and be it further

RESOLVED, That the cost of providing electric service to the Municipal Departments of the City and County of San Francisco be and is hereby defined to include all operating and maintenance expenses, taxes, a reasonable allowance for depreciation of property as determined in accordance with provision of Charter Section 6.407, a return on capital investment sufficient to meet the basic annual cash requirements of the project, including reasonable amounts for renewals, replacements and additions, and any other unfunded cost; and be it further

RESOLVED, That based on the determination of the cost of service as defined in the next preceding paragraph, the General Manager of Hetch Hetchy Water and Power is hereby authorized to establish, subject to the approval of the General Manager of Public Utilities, such discounts as may be appropriate to billings to the Municipal Departments of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0194

WHEREAS, In conformance with the requirement of the Urban Mass Transportation Assistance Act of 1974 that the rates charged by transit operators to elderly and handicapped persons during off-peak hours must not exceed one-half the basic rate generally applicable to other persons at peak hours; and

WHEREAS, A joint committee representing the Municipal Railway, BART, AC Transit, Golden Gate Transit, and Santa Clara County Transit has completed plans and procedures by which to accomplish a uniform region-wide program to implement discount fares for the handicapped; and

WHEREAS, Said plans and procedures have been submitted to this Commission with the recommendation that they be approved; and

WHEREAS, The Municipal Railway already is providing a discount greater than half fare to the elderly; now, therefore, be it

RESOLVED, That this Commission hereby approves, on a trial basis, the Bay Region Transit Operators' Discount Fare Procedure for Handicapped Persons; and be it further

RESOLVED, That pursuant to provisions of Section 3.598 of the Charter of the City and County of San Francisco, and after public hearing, the following revisions to the existing schedule of rates, fares and charges to be charged by the Municipal Railway be adopted:

> Local fare for each passenger - five cents (5¢) for the qualified handicapped, with full transfer privilege, except during the peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.), effective July 1, 1975;

and, be it further

RESOLVED, That the foregoing revision of the existing rates, fares and charges be submitted to the Board of Supervisors as required by Section 3.598 of the Charter; and, be it further

RESOLVED, That this Commission finds that said revision of the existing rates, fares and charges will decrease revenues of the Municipal Railway by $960,000 per year and incur additional heretofore unfunded administrative costs of $13,575.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0195

WHEREAS, This Commission, after public hearing as provided by Charter Section 3.598, approved a discount fare of 5¢ for qualified handicapped persons riding Municipal Railway vehicles between the hours 9 a.m. to 4 p.m. and 6 p.m. to 7 a.m.; and

WHEREAS, Municipal Railway participation in a Bay Region transit operators' cooperative to administer this handicapped fare program is desireable; and

WHEREAS, Supplemental funding will be required to accomplish the aims of the handicapped fare discount program; now, therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for Supplemental Appropriation in the amount of $973,575. to the credit of the following appropriations and accounts:

G.L. 1910 Passenger Fares	$960,000
5.735.200.001 Contractual Services-Handicapped Fare Program	13,575

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0196

WHEREAS, Bids were received on May 15, 1975, for Hetch Hetchy Contract No. 510, Sandblast and Paint Spillway Drum Gates and Operating Cylinders and Piping for Slide Gates, O'Shaughnessy Dam; and

WHEREAS, The low bidder, Ross Porter Quality Painting, Sonora, California has asked that his bid be withdrawn because of an error in the preparation of the bid; and

WHEREAS, The second bidder was too high to be considered at this time with the funds appropriated; and

WHEREAS, It has been determined by this Commission that it is to the best interests of the City and County of San Francisco to permit Ross Porter Quality Painting to withdraw the bid, and that each and all of the bids received for this work be rejected; now, therefore, be it

RESOLVED, That this Commission hereby rejects all bids received May 15, 1975 for said Hetch Hetchy Contract No. 510; and be it further

RESOLVED, That this Commission authorizes the readvertising of this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0107

WHEREAS, Hetch Hetchy Contract No. 521, Market Street Subway Electrification, Embarcadero Station to Duboce Portal, is to be constructed under the Power Improvement Program, with financial assistance from the Federal Government; and

WHEREAS, Bids for this work were received and opened publicly on May 15, 1975; now, therefore be it

RESOLVED, That this Commission hereby awards, subject to approval of the Urban Mass Transportation Administration, Hetch Hetchy Contract No. 521, in the amount of $1,077,000, to AMELCO ELECTRIC, 1330 - 16th Street, San Francisco 94103, as the lowest regular and responsible bidder, and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0198

WHEREAS, Bureau of Light, Heat and Power Contract No. 188--Maintenance and Repair of City-owned Street Lighting System for Fiscal Year 1974-75, contains provisions for renewal, by mutual option, with the basis of bid remaining unchanged; and

WHEREAS, On May 27, 1975, this Commission has rejected a one-year extension of said contract to June 1976; now, therefore, be it

RESOLVED, That this Commission hereby authorizes competitive bid call for said work under BLHP Contract No. 191--Maintenance and Repair of City-owned Street Lighting System, June 1975, and authorizes the advertising of this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Thomas G. Ryan
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0199

WHEREAS, Section 9 of the Bureau of Light, Heat and Power Contract No. 187, Furnishing Street Lighting Service, Fiscal Year 1972-73 reads as follows: "The delivery of all service required hereunder shall commence as of midnight between June 30 and July 1, 1972 and shall continue as required to midnight June 30, 1973. By mutual agreement between the parties hereto, but only if funds therefor are made available pursuant to the budgetary and fiscal provisions of the Charter of the City and County of San Francisco, this contract may be extended: (1) to midnight June 30, 1974, and (2) to midnight June 30, 1975." ; and

WHEREAS, The Contractor, the Pacific Gas and Electric Company, has satisfactorily performed in accordance with the provisions of the contract during the Fiscal Years 1972-73, 1973-74, and 1974-75; and

WHEREAS, The Contractor has indicated in writing a desire to extend this contract from month to month until terminated by either party upon 30-days advance written notice; and

WHEREAS, It is to the City's advantage that such extension be granted; now,

THEREFORE BE IT RESOLVED, That Section 9 of the Bureau of Light, Heat and Power Contract No. 187 be amended to read as follows: "The delivery of all service required hereunder shall commence as of midnight between June 30 and July 1, 1972 and shall continue as required to midnight June 30, 1973. By mutual agreement between the parties hereto, but only if funds therefor are made available pursuant to the budgetary and fiscal provisions of the Charter of the City and County of San Francisco, this contract may be extended: (1) to midnight June 30, 1974, (2) to midnight June 30, 1975, and (3) to midnight July 31, 1975 and thereafter from month to month until terminated by either party upon 30-days advance written notice." ; and

BE IT FURTHER RESOLVED, That this Commission empowers the General Manager of Public Utilities to execute said extension of contract.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0200

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 509, Paint Steel Towers, Moccasin - Newark Transmission Lines as satisfactorily completed and approves final payment of $6,201.11 in favor of the Contractor, M.B. Painting, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0201

WHEREAS, The General Manager of Hetch Hetchy Water and Power has recommended that certain land, as shown on Hetch Hetchy Water and Power Drawing No. 1389, no longer needed by the Hetch Hetchy Project, be disposed of; and

WHEREAS, Groveland Community Services District is interested in purchasing this land for the purpose of providing a park for the community; now therefore be it

RESOLVED, That this Commission declare this land surplus; and be it further

RESOLVED, That this Commission hereby requests the Director of Property to prepare necessary legislation for submission to the Board of Supervisors, authorizing sale of surplus Hetch Hetchy Project property, in area 13.99± acres, at Groveland, Tuolumne County, as shown on Hetch Hetchy Water and Power Drawing No. A-3189; and be it further

RESOLVED, That this Commission approves the Director of Property's appraisal for the property of $48,000 and agrees to payment being made as follows:

> A cash down payment of $25,000, and the balance of $23,000 payable in four equal payments of $5,750 each, plus interest at eight percent per annum on the unpaid balance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0202

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 20 mercury vapor lights on Turk Street between Divisadero Street and Masonic Avenue as depicted in their Drawings A-40,368 and A-40,369; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Turk Street between Divisadero Street and Masonic Avenue with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0203

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 18 mercury vapor street lights in the north waterfront area (Stage I), as depicted in their Drawing SEL-5331; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting the north waterfront area (State I) with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0204

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 15 mercury vapor street lights on Keith Street between Evans Avenue and Newhall Street, and on Newhall Street from Jennings Street to 600 ft. west of Keith Street, as depicted in their Drawings SEL-5322 and SEL-5323; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Keith Street between Evans Avenue and Newhall Street, and Newhall Street from Jennings Street to 600 ft. west of Keith Street, with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0205

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of April, 1975.

Bureau of Light, Heat and Power	$2,123.50
Bureau of Delinquent Revenue	1,778.85

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the abandonment under Bureau of Delinquent Revenue authorizations, claims in the amount of $6,294.99.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0206

WHEREAS, An agreement for providing professional services in the design of substation buildings and installation of rectifier equipment has been entered into as a part of Hetch Hetchy's Power Improvement Program in support of the Municipal Railway; and

WHEREAS, The agreement was modified under Amendment No. 1 to provide additional professional services; and

WHEREAS, The need exists to further modify the Agreement to provide for additional professional services; and

WHEREAS, Total payment to the Consultant will be increased from the amended amount of $542,501 to $605,474, with the fixed fee increased from the amended amount of $48,390 to $54,004; now therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute Amendment No. 2 to the Agreement with the Consultant, Bechtel Incorporated, to undertake the additional professional services required, subject to the approval of the Urban Mass Transportation Administration.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0207

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves Final Payment of $1,867.50 to Diane Associates, Inc. under Water Department Contract No. 1671, Sunset Reservoir North Basin, Irrigation System.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0208

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves Final Payment of $2,692.34 to Western Roofing Service under Water Department Contract No. 1658, Reroofing of Potrero Heights Reservoir, and allows one (1) day unavoidable delay waiting for delivery of pressure treated lumber.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0209

WHEREAS, that certain City-owned land designated as Parcel "A" as shown on San Francisco Water Department drawing No. D-1508 will be transferred to the San Francisco Redevelopment Agency, and Parcel "B", including a drainage easement, will be acquired from the said Agency by the City for water reservoir purposes, and

WHEREAS, the Director of Property has made an appraisal of property to be exchanged and has found that the parcel to be transferred to the Redevelopment Agency exceeds the value of the parcel to be acquired by the City by a sum of $3,690.00, and

WHEREAS, the City Attorney shall examine and approve title to the property conveyed to the City and the Director of Property shall accept the conveyance upon payment to the City of the sum of $3,690.00, now, therefore be it

RESOLVED, that this Commission hereby authorizes the Director of Property to prepare the necessary legislation for enactment by the Board of Supervisors to consummate the execution of an exchange deed between the City and the San Francisco Redevelopment Agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0210

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorneys, hereby approves the write-off of Uncollectible Accounts Receivables which are more than ninety days past due, month of April, 1975 in the amount of $4,892.70 per San Francisco Water Department list of April 30, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0211

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department in the amount of $18,000 from Account 1990 - Unappropriated Balance of Funds to the credit of Appropriation 4.745.200.000 - Contractual Services.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0242

WHEREAS, In conjunction with the rehabilitation of the Municipal Railway, funds are available from the Urban Mass Transportation Administration and Hetch Hetchy Water and Power, for electrification, structural repairs and improvements within the Twin Peaks Tunnel; and

WHEREAS, The Control Groups of the Transit Improvement Program and Hetch Hetchy Water and Power have completed plans and specifications to accomplish this work; and

WHEREAS, By actions of the City Planning Department, the ventilation work at Eureka Station has received a NEGATIVE DECLARATION, and the remainder of the work has been declared categorically exempt from the requirements of the California Environmental Quality Act; and

WHEREAS, Said plans and specifications have been submitted to this Commission with the recommendation that they be approved, now, therefore, be it

RESOLVED, That this Commission hereby approves plans and specifications and authorizes advertisement for bids for Contract No. MR-622, Twin Peaks Tunnel - Electrification, Structural Repairs and Improvements; and be it further

RESOLVED, That award of contract is subject to the concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0213

WHEREAS, The Transit Improvement Program, under Contract No. MR-630, plans to install coin turnstiles at the Victorian Park cable car boarding facility; and

WHEREAS, The San Francisco Art Commission has approved the design of the parent facility; and

WHEREAS, This project has been declared by the City's Planning Department to have a negative effect on the environment under File No. EE74.20, dated March 8, 1974; and

WHEREAS, Plans and specifications for Contract No. MR-630 have been prepared and are herewith submitted to this Commission for approval; now, therefore be it

RESOLVED, That this Commission hereby approves said plans and specifications; and be it further

RESOLVED, That this Commission hereby authorizes advertisement for bids for Contract No. MR-630, Victorian Park-Coin Turnstiles.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0221

RESOLVED, That this Commission approves those certain forms of Vending Machine Agreement, Invitation for Bids, Bid, and Questionnaire, to be used in connection with the operation of a vending machine service in certain locations of the San Francisco Municipal Railway Department, in San Francisco, copies of which forms are on file with and obtainable from the Municipal Railway, which agreement provides for a term commencing on July 1, 1975, and ending on June 30, 1976, with a possible extension thereof at the absolute discretion of Commission, the annual consideration to be a sum of not less than $3,000.00, or a sum equal to the aggregate of certain listed percentages and a biddable percentage of the gross revenues derived by the vendor from the conduct of said service, whichever sum shall be greater, all in accordance with the terms and conditions of said agreement; and, be it

FURTHER RESOLVED, That the General Manager of Public Utilities be and he is hereby authorized to call for bids for the exclusive operation of a vending machine service in Municipal Railway Buildings and spaces under the jurisdiction of the Public Utilities Commission for a period beginning July 1, 1975; and, be it

FURTHER RESOLVED, That this Commission reserves the right to reject any and all bids for award said agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0215

RESOLVED, That this Commission requests the Mayor's Recommendation to the Board of Supervisors for approval of Municipal Railway's Request for Supplemental Appropriation in compliance with Charter Section 8.400 in the amount of $218,152, to the credit of the following Appropriation

4.735.110.000.000	
Permanent Salaries	178,536
4.735.111.000.000	
"Overtime"	3,305
4.735.112.000.000	
"Holiday Pay"	4,912
4.735.800.000.000	
O.E. 860 "Pension and Retire-Ment Allowance"	31,399

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0216

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $51,408.21, made by the Municipal Railway, month of March, 1975, per Revolving Fund Payment Requests Nos. 7440, 7444, 7459, 7465, 7469, 7475, 7477 and Request for Warrant Nos.: 2583, 2590, 2602.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0217

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of March, 1975, total amount billed: $10,316.19; total compromise settlements: $5,846.04; and approves collections, month of March, 1975, in the amount of $7,878.45 for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of April 4, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0288

RESOLVED, That this Commission approves and hereby requests the Controller's concurrence in amendment of Rules and Regulations, Public Utilities Commission Revolving Funds, as follows:

RULE 7	SIGNATURES Principal	SIGNATURES Counter
Section E-1		
San Francisco Municipal Ry.		
General Claims Agent		
Wells Fargo Bank		
Seventh Avenue-Clement Office		
San Francisco		
Add	Gene Henderson	Gene Henderson
"		David Jones
"		Allen B. Byrne
Section E-1 (Continued)		
San Francisco Municipal Ry.		
General Claims Agent		
Wells Fargo Bank		
Seventh Avenue-Clement Office		
San Francisco		
Delete	Frank Bei	Frank Bei
"	Fred Dolin	Fred Dolin

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0219

Resolved, that this Commission approve the estimated sum of $1,400 for expenses of two witnesses, Dennis Adair, M.D. and Mrs. Adair, Ph.D to be transported from Basking Ridge, New Jersey to San Francisco to testify in the case of Dianna M. Farmer vs. City and County of San Francisco - Superior Court No. 618-203 on June 2, 1975. The amount of $500 was previously advanced to staff of the City Attorney's office for per diem and witness fees for approximately five days and an additional $900 will be paid to a local travel agency for the air fare of the witnesses.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0220

WHEREAS, Many patrons would be better served if Motor Coach Line 42 Sansome operated on Cargo Way instead of on Evans Avenue; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to change the route of Line 42 Sansome so that it will be as follows:

Northbound, regular route to Jennings and Evans, thence via Jennings, Cargo, Third, and regular route;

Southbound, via regular route to Third and Cargo, thence via Cargo, Jennings, Middle Point, and regular route;

and, be it further

RESOLVED, That this Commission approves the following abandonments:

Northbound, from Jennings and Evans, Third to Cargo;

Southbound, from Third and Cargo via Third, Phelps, Fairfax, Mendell, Evans to Jennings;

and, be it further

RESOLVED, That this Commission requests the Board of Supervisors, in accordance with Charter Section 3.595(c), not to disapprove the partial route abandonment involved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0221

RESOLVED, That this Commission does hereby approve requests for transfer of funds in the amount of $10,000.00 or under and the requests for allotments submitted to the Controller during the Third Quarter 1974-75 as per attached lists.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING MARCH 31, 1975

ALLOTMENTS

BUREAU OF LIGHT, HEAT & POWER

From	To	Date	Amount	Reason
4.695.112.000	--	1/14/75	$ 100.00	To allot balance of funds to cover Holiday Pay for the third quarter of Fiscal Year 1974-1975.

MUNICIPAL RAILWAY

From	To	Date	Amount	Reason
4.735.300.000	--	1/7/75	133,489.00	To provide funds required for Encumbrance of Materials and Supplies due to general price increase in Ry. accessories, motor coach parts, cables and other materials.
4.735.203.000	--	2/4/75	550.00	To provide funds for payment of allowance for use of employees' cars due to increased use of employees' cars for Muni Ry. business
4.735.804.000	--	2/10/75	125,000.00	To provide funds for settlement of claims. Payment through general claims agent under S. F. Administrative Code, Sec. 1021 unlitigated settlements which exceed $500.00 and up to $1,500.

WATER DEPARTMENT

From	To	Date	Amount	Reason
4.745.300.000	--	2/24/75	100,000.00	To allot additional funds to cover expenditures and encumbrances for the purchase of pipes, valves, hardwares, construction materials, laboratory equipment, office supplies, chemicals and oil for the 3rd quarter of Fiscal Year 1974-1975.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING MARCH 31, 1975

ALLOTMENTS

HETCH HETCHY WATER & POWER

From	To	Date	Amount	Reason
4.755.300.000	--	2/25/75	$ 10,000.00	To allot additional funds to cover expenditures and encumbrances for hardware, office supplies, subsistence and fuel for the 3rd quarter of Fiscal Year 1974-1975.
4.756.723.000	--	3/3/75	275,000.00	To allot funds for relocation of trolley coach overhead facilities - Mission and Fourth Sts., per file no. 101-74-85, Ordinance No. 23-75, approved 2/5/75.

1961 M.W.S. BOND FUND

861.055.000	--	2/27/75	2,600.00	To allot funds for Soil Study, Dames and Moore, Consulting Engineers.

1972 M.W.S. BOND FUND

868.057.000	--	1/8/75	40,000.00	To allot additional funds to cover amount of work order for Field Engineering services for 3rd quarter of Fiscal Year 1974-75.
868.050.001	--	2/-/75	481,100.00	To allot funds as provided by Supplemental Appropriation, 1972 M.W.S. File No. 101-74-15, Ordinance No. 385-74 approved 7/31/74 and File No. 101-73-30, Ordinance No. 331-73, approved 8/23/73.
868.050.003	--		123,030.00	
868.050.004	--		5,650,000.00	
868.050.005	--		320,000.00	
868.055.000	--		200,000.00	
868.057.000	--		200,000.00	
868.066.000	--		2,300.00	

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING MARCH 31, 1975

TRANSFERS

WATER DEPARTMENT

From	To	Date	Amount	Reason
4.746.000.000	2.746.713.000	1/2/75	$ 4,000.00	To transfer funds to cover expenditures which are in excess of original estimates in replacing bulkhead and rehabilitating fence at Lombard Reservoir. Low bid was $20,500.00, budgeted amount $18,500.00.
4.746.000.000	2.746.715.000	3/27/75	700.00	To transfer funds to complete rehabilitation of roof at Potrero Heights Reservoir.

HETCH HETCHY WATER & POWER

3.756.000.000	4.756.705.000	1/16/75	6,000.00	To transfer funds for the emergency repair o Generator No. 2 at Dion R. Holm Powerhouse.

PUBLIC UTILITIES COMMISSION
ALLOTMENTS AND TRANSFERS - UNDER $10,000.00
QUARTER ENDING MARCH 31, 1975

ALLOTMENTS

BUREAU OF LIGHT, HEAT & POWER

From	To	Date	Amount	Reason
4.695.112.000	--	1/14/75	$ 100.00	To allot balance of funds to cover Holiday Pay for the third quarter of Fiscal Year 1974-1975.

MUNICIPAL RAILWAY

From	To	Date	Amount	Reason
4.735.300.000	--	1/7/75	133,489.00	To provide funds required for Encumbrance of Materials and Supplies due to general price increase in Ry. accessories, motor coach parts, cables and other materials.
4.735.203.000	--	2/4/75	550.00	To provide funds for payment of allowance for use of employees' cars due to increased use of employees' cars for Muni Ry. busines
4.735.804.000	--	2/10/75	125,000.00	To provide funds for settlement of claims. Payment through general claims agent under S. F. Administrative Code, Sec. 1021 unlitigated settlements which exceed $500.00 and up to $1,500.

WATER DEPARTMENT

From	To	Date	Amount	Reason
4.745.300.000	--	2/24/75	100,000.00	To allot additional funds to cover expenditures and encumbrances for the purchase of pipes, valves, hardwares, construction materials, laboratory equipment, office supplies, chemicals and oil for the 3rd quarter of Fiscal Year 1974-1975.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0192-MR 5-27-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Hom Shee Lee	73 C 0528-1 $5,000.00	5-6	5-22-74	A	$ 2,300.00
Norman Lew	74 B 1026-1 $2,250.00	1-3	12-3-74	(A $ 635) (B $1,025)	1,660.00
Salvador E. Vargas	73 B 2550-1 $50,000.00	21-1	6-24-74	A	1,750.00
Litigated Settlements					
None					
Judgments					
None					
					$ 5,710.00

Total settlements: 3

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of May 27, 1975.

Secretary and Assistant General Manager

5-27-75

5/27

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
JOSEPH J. DIVINY
HENRY E. BERMAN
DENNIS V. CAREY

JOHN D. CROWLEY
GENERAL MANAGER OF PUBLIC UTILITIES
THOMAS G. FLYNN
SECRETARY AND ASSISTANT GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT GENERAL MANAGER FINANCE

PUBLIC HEARING

NOTICE OF HEARING TO CONSIDER REVISION OF SCHEDULE OF RATES AND DISCOUNTS TO BE CHARGED BY PUBLIC UTILITIES COMMISSION FOR HETCH HETCHY ELECTRIC POWER SERVICE

Notice is hereby given that the Public Utilities Commission of the City and County of San Francisco will hold a public hearing on Tuesday, May 27, 1975, at 2:30 p.m., in Room 282, City Hall, San Francisco, to consider the adoption of rate schedules to be charged by the Public Utilities Commission for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.

The public is invited to attend.

By order of the Public Utilities Commission.

Thomas G. Flynn
Secretary and Assistant
General Manager

April 28, 1975

5/27

HETCH HETCHY WATER AND POWER

MEMORANDUM

May 8, 1975

TO: Public Utilities Commission
Commissioner H. Welton Flynn, President
Commissioner Joseph P. Byrne, Vice President
Commissioner Joseph J. Diviny
Commissioner Henry E. Berman
Commissioner Dennis V. Carey

FROM: GENERAL MANAGER OF PUBLIC UTILITIES

John D. Crowley

SUBJECT: Hetch Hetchy Water and Power
Increased Rates for Hetch Hetchy Power

This supplements my memorandum to members of the Commission dated March 17, 1975 regarding the adoption of a new schedule of rates for the disposal of Hetch Hetchy electric power to private consumers and the municipal departments of the City and County of San Francisco.

As mentioned previously, charges for electric energy consumed by City Departments are determined by the cost of service. A study has been made using fiscal 1973-74 as the test year. Enclosed are copies of 17 work sheets showing the detailed calculations involved. As shown on sheet 16, the total actual revenue billed to City Departments, including sales to Airport for resale to its tenants, was considerably less than the computed cost of service at rates of return ranging from 6 to 7.5 percent. For 6 percent rate of return, which we believe is very reasonable for our operations, the study indicates that an increase of $1,026,400 in billing is necessary to recover the full cost of service ($5,972,756). As shown on sheet 17, we propose to fulfill this revenue requirement by the application of appropriate discounts to pro-forma revenues under the new rate schedules now before the Commission for adoption, i.e. Zero discount to billings for energy supplied to the San Francisco International Airport for resale to its tenants, and a 45.5 percent discount to billings for energy supplied to City Departments for municipal purposes. The computations indicate that about 93.5 percent of the increase would be derived from the Airport tenants. We consider this approach a proper one since we are pricing our electric service to the Airport for this purpose at no more than competitive rates.

It should be noted that for test year 1973-74 sale of Hetch Hetchy power to City Departments at cost represents a saving to taxpayers of slightly more than $3 million which City would otherwise have to pay for purchasing the same amount of energy from a private utility at current rates.

Also enclosed are statements of estimated revenues and expenses for Hetch Hetchy for the current fiscal year and for fiscal year 1975-76. They are presented to give an account of the results of operations anticipated for both the water and power functions during these years. The $17,500,000

in power revenue shown for the current fiscal year is about $1.7 million higher than the budget estimate. The increase is due primarily to the availability for sale of some 123 million kilowatthour of extra generation which had been accumulated in the energy "bank" as a result of the exceptional 1974 Spring runoffs. This accounted for almost $1.2 million of the total increase. The $1,520,000 shown for the Power Division operating expenses does not include the sum of $1,050,000 which Hetch Hetchy is contributing directly to the operation of the Transit Power System. This cost is not reflected in the cost of service chargeable to the City Departments.

For fiscal year 1975-76, the $17.4 million in anticipated power revenue is about $1.5 million higher than the budget estimate. This increase presumes that our request for adoption of the new power rates will be authorized by the Commission. The $2,372,000 shown for the Power Division operating expenses is $852,000 more than for fiscal year 1974-75. The additional amount is intended to take care of the increased cost due to inflation as well as the estimated increases in service charges to be paid by City to PGandE for the delivery of Hetch Hetchy power to City Departments. Again, the Power Division operating expenses do not include the money required for operation of transit power system.

Your approval of the recommended rates will permit our most profitable utility to continue to supply power for the municipal purposes of San Francisco near the present low rates. The proposed rates are fair to our commercial customers in that we will provide power at the same price as the alternative source, Pacific Gas and Electric Company. Additional revenues will be generated which should permit Hetch Hetchy to continue to make significant contributions to the general fund of the City and County of San Francisco.

75-0193

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

HETCH HETCHY WATER AND POWER

BUREAU OF LIGHT, HEAT AND POWER

855 HARRISON STREET
SAN FRANCISCO, CALIFORNIA 94107
558-3821

March 17, 1975

Subject: Rates and Discounts for Electric Service to City Departments

GENERAL OFFICE FILE COPY

3/18/75
3/19/75
3/19

Mr. John D. Crowley
General Manager of Public Utilities
287 City Hall
San Francisco, California 94102

Dear Mr. Crowley:

Enclosed is a resolution to be forwarded to the Public Utilities Commission for its consideration and action. This resolution should be adopted concurrently with the proposed Hetch Hetchy Power rate increase forwarded under separate cover.

(2) The resolution provides for the modification of the method of allocation of joint capital and annual operating costs between power and water functions and of the definition of cost components to be included in the determination of cost to serve the City departments with Hetch Hetchy power.

Six copies of a memorandum to the Public Utilities Commission, recommending the adoption of the resolution, are included for your approval and signature.

In conjunction with the changes provided by the proposed resolution, an analysis has been made of the cost to serve the San Francisco municipal departments with Hetch Hetchy power during fiscal year 1973-74, utilizing the new method of joint cost allocation as well as the new method of cost of service rate making.

The study based on fiscal year 1973-74 was made with four different rates of return. However, we believe that a six percent return would permit meeting the basic annual cash requirements of the project, including reasonable amounts for renewals, replacements and additions. For a six percent rate of return, the study has shown that the application of zero discount to billings for energy supplied to the San Francisco International Airport for resale to its tenants and 45.5 percent discount to billing for energy supplied to City departments for Municipal purposes would result in recovery of cost.

Enclosed for your files are copies of 17 work sheets showing detailed calculations employed in determining the cost of service and in deriving the appropriate discounts.

John D. Crowley

Your approval is requested of the new discounts as set forth above, to be made effective to the City departments on the first day of the next regular month following approval of the new rate schedules by the Board of Supervisors.

Very truly yours,

O. L. MOORE
General Manager

Enc.

5/m

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
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JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
THOMAS G. FLYNN
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

PUBLIC HEARING

NOTICE OF HEARING TO CONSIDER REVISION OF EXISTING SCHEDULE OF RATES, FARES, AND CHARGES BY THE MUNICIPAL RAILWAY AS RELATE TO FARES FOR THE HANDICAPPED AND ELDERLY

The Public Utilities Commission of the City and County of San Francisco hereby gives notice that it will hold a public hearing to consider revision of the existing schedule of rates, fares, and charges by the Municipal Railway so as to establish discount fares for the handicapped and elderly.

The Commission has fixed Tuesday, May 27, 1975, at 3:30 p.m., of said date as the time, and Room 282, City Hall, San Francisco, California, as the place for making any necessary order or orders establishing said revisions.

By order of the Public Utilities Commission.

Thomas G. Flynn
Secretary and Assistant
General Manager

May 9, 1975

THIS PRINT COVERS CALENDAR ITEM NO. Public Hearing

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

75-0194

DEPARTMENT SAN FRANCISCO MUNICIPAL RAILWAY

BRIEF DESCRIPTION:

This proposed resolution will approve participation by the Municipal Railway in a Bay Region transit operators' discount fare program for handicapped persons, and recommend approval of a 5¢ fare for the qualified handicapped during off peak hours effective July 1, 1975 for a six-months trial period.

EXPLANATION:

The Urban Mass Transportation Assistance Act of 1974 requires that the rates charged by transit operators to elderly and handicapped persons during off-peak hours must not exceed one-half the basic rate generally applicable to other persons at peak hours.

The proposed program is a cooperative venture among the Bay Region's five major transit agencies.

The Municipal Railway proposes a 5¢ fare for eligible handicapped good at all hours except peak time (7:00 to 9:00 a.m./4:00 to 6:00 p.m.).

The Municipal Railway estimated one year operating cost at $13,575 and projects an annual fare box revenue loss of approximately $960,000.

The Mayor and the Board of Supervisors are requested to approve supplemental appropriation in these amounts to cover these operational costs and revenue losses.

ENCLOSURES: (List numerically and by title)

1. Proposed resolution
2. Fact sheet
3. Discount fare procedures, eligibility forms and definitions

APPROVALS: DATE

	Department Head	
	Secretary, PUC	5-22-75
	Asst. GM (Fin.)	5-22-75
	General Manager	

ASSIGNED PUC CALENDAR DATE

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0194

WHEREAS, In conformance with the requirement of the Urban Mass Transportation Assistance Act of 1974 that the rates charged by transit operators to elderly and handicapped persons during off-peak hours must not exceed one-half the basic rate generally applicable to other persons at peak hours; and

WHEREAS, A joint committee representing the Municipal Railway, BART, AC Transit, Golden Gate Transit, and Santa Clara County Transit has completed plans and procedures by which to accomplish a uniform region-wide program to implement discount fares for the handicapped; and

WHEREAS, Said plans and procedures have been submitted to this Commission with the recommendation that they be approved; and

WHEREAS, The Municipal Railway already is providing a discount greater than half fare to the elderly; now, therefore, be it

RESOLVED, That this Commission hereby approves, on a trial basis, the Bay Region Transit Operators' Discount Fare Procedure for Handicapped Persons; and be it further

RESOLVED, That pursuant to provisions of Section 3.598 of the Charter of the City and County of San Francisco, and after public hearing, the following revisions to the existing schedule of rates, fares and charges to be charged by the Municipal Railway be adopted:

> Local fare for each passenger - five cents (5¢) for the qualified handicapped, with full transfer privilege, except during the peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.), effective July 1, 1975;

and, be it further

RESOLVED, That the foregoing revision of the existing rates, fares and charges be submitted to the Board of Supervisors as required by Section 3.598 of the Charter; and, be it further

RESOLVED, That this Commission finds that said revision of the existing rates, fares and charges will decrease revenues of the Municipal Railway by $960,000 per year and incur additional heretofore unfunded administrative costs of $13,575.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MAY 27 1975

Secretary, Public Utilities Commission

FACT SHEET

The Urban Mass Transportation Assistance Act of 1974 requires that the rates charged by transit operators to elderly and handicapped persons during off-peak hours must not exceed one-half the basic rate generally applicable to other persons at peak hours. Faced with this common requirement, the public transit operators in the Bay Area collaborated on a joint effort to establish a uniform, regionwide system of criteria by which discount fares could be established. The goal was twofold: to make the transit systems uniformly usable by the handicapped, and to administer the discount fare program in as efficient and economical a manner as possible.

Meetings held by a committee of staff representatives from BART, Muni, AC Transit, Golden Gate Transit, and Santa Clara County Transit refined the definitions of handicapped persons with input from MTC staff, physicians, and members of the handicapped community, and produced an action plan as follows:

A. Definition of the handicapped. Seven major categories of disabilities were established.

1. Non-ambulatory disabilities
2. Semi-ambulatory disabilities
3. Sight disabilities
4. Hearing disabilities
5. Disabilities of incoordination
6. Developmental disabilities
7. Mentally disordered disabilities

Muni existing policy providing free transit for the qualified blind remains in effect. The qualified blind will not be required to pay fares to ride Muni. Also, in addition to the Eligibility Criteria listed above, any veteran who holds a disability rating for aid at the 100% level is immediately eligible for a fare discount.

B. Certification of discount fare for the handicapped based on the Eligibility Criteria. A certificate form must be filled out by a physician or designated representative of a state or federal agency, after review of the Eligibility Criteria list. Certificate forms will be available at major health centers and can also be obtained from all participating public transit agencies upon request.

C. Bay Region Transit Discount Card. This will be issued upon certification approval. The card will be valid on all participating transit agencies, but each agency sets its individual fare rate. Muni is proposing a 5¢ fare, with full transfer privilege, except during the morning peak hours (7-9 a.m.) and evening peak hours (4-6 p.m.). Effective date of the discount is to be July 1, 1975, for a six months trial period. The discount card will include an ID photo to be taken at specified locations. Processing and issuance of cards in San Francisco will be done for Muni by BART

D. Demonstration Review. A six-month evaluation of the discount fare program will be made after January 1, 1976. If established permanently, the program will be subject to review on a continuing basis, and any changes in Eligibility Criteria or procedures shall be made at the discretion of transit operators with recommendations by service agency representatives and the handicapped community.

E. Voluntary Questionnaire. Persons requesting a Discount Card will be given a questionnaire to complete. Asked-for information covers trip purpose and general travel patterns. This type of information will be required to meet UMTA planning requirements and provide a needed data base for a segment of the population.

F. Estimated Operating Budget - First Year $13,575 first year

Prorata Costs of Administration and Operation incurred by BART consisting of:

Discount I.D. card design, layout, materials and information brochure, etc.	$ 580
Certificate, printing, etc.	625
Questionnaire, processing	1,250
Travel	180
Film - 19,200 photos @ 70¢	10,440
Total required for Muni prorata share	$13,575

G. Estimated Loss of Fare Box Revenue $960,000 annually

Within the State Caltrans estimates there are 1.4 million handicapped capable of using public transit without special aids. Based on proportions of population, and the accepted fact that the central core cities generally attract a higher percentage of the elderly and handicapped, it is believed there are approximately 120,000 persons in San Francisco potentially able to qualify for the program. Approximately 50% of these are probably already receiving the elderly discount, leaving 60,000 potential candidates for the new discount.

The Municipal Railway estimates that 38% of the population of San Francisco rides the Muni, and accordingly this figure would be applicable to the 60,000 potential handicapped rides, resulting in an estimated 24,000 handicapped who could avail themselves of the new program.

Forty percent of the rides are during the off-peak hours when this discount would be available. Therefore, 9,600 discounts per day are probable based on 40% of 24,000. With a roundtrip revenue loss of 40¢, the daily loss of revenue is estimated at $3,840, or $960,000 annually over 250 days.

BAY REGION TRANSIT OPERATORS'

DISCOUNT FARE PROCEDURE FOR HANDICAPPED PERSONS

Procedure for the Permanently Handicapped

1. Obtain Certificate Form and Eligibility Criteria from one of the public transit agencies listed on the attached sheet. Forms will be mailed upon telephone request or can be picked up at the listed offices.

2. The Certificate Form must be completed by a licensed physician or designated representative of a State or Federal agency. The signed form constitutes eligibility for the issuance of a Discount Card.

3. Call your transit agency for an appointment. Bring the completed Certificate Form to the office issuing Discount Cards. The Discount Card includes a photograph of the applicant, therefore you must come in person to the office issuing Discount Cards.

4. The receipt of a Discount Card by persons certified as handicapped will serve as immediate proof of eligibility for a discount fare on public transit systems and no additional proof of eligibility is required.

5. The Discount Card must be shown to vehicle operator at time of fare payment or at request of BART employee.

Discount Fare for Permanently Handicapped Persons Travelling with an Attendant

1. Follow procedure for obtaining the Discount Card for the permanently handicapped.

2. Note that the Certificate Form must indicate that you require an attendant while travelling on public transit systems. Upon certification by a physician, State or Federal agency designated representative that a handicapped person must travel with an attendant, the attendant will be eligible for the discount only while accompanying such handicapped person. The attendant is not eligible for a discount fare while travelling alone and will not be issued a Discount Card. The Discount Card of the handicapped person will be marked with a color strip to indicate that an attendant will be travelling with the handicapped person and is eligible for the discount fare.

Procedure for Discount Fare Eligibility for the Temporarily Handicapped

A temporary handicap is caused by injury or illness as described in the Eligibility Criteria which is considered by a licensed physician, State or Federal agency designated representative to be non-permanent and causing disability for a period of six months or more.

A person suffering a temporary handicap shall be eligible for a discount fare during the period of disability. The period of time such person shall be eligible for the discount shall depend upon the extent of the injury or illness.

The completed Certificate Form shall clearly indicate the length of time a person shall be considered disabled.

A temporary Discount Card clearly indicating the expiration date of discount fare eligibility shall be issued to the temporarily handicapped person.

The temporary Discount Card will be identified by a color strip.

If upon the expiration date of discount fare eligibility, the disabling condition continues to exist, an extension of eligibility with physician's re-certification shall be granted and a new Discount Card indicating a new expiration date shall be issued.

Should a temporary handicap continue to exist to the extent that a person is considered permanently handicapped persons, a permanent Discount Card shall be issued and the cardholder shall be eligible for a discount for the life of the fare structure policy granting a discount.

Lost or Damaged Discount Cards

Discount Cards which are lost or damaged will be replaced at a cost of $.50 to the card holder.

PARTICIPATING TRANSIT OPERATORS

ALAMEDA CONTRA COSTA TRANSIT DISTRICT
508 16th Street
Oakland, California 94612
(654-7878)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
(465-4100)

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT
1011 Anderson Street
San Rafael, California 94104
(457-3110)

SAN FRANCISCO MUNICIPAL RAILWAY
949 Presidio
San Francisco, California 94115
(673-6864)

SANTA CLARA COUNTY TRANSPORTATION DISTRICT
1555 Berger Drive
San Jose, California 95112
(408 -299-4141)

NOTICE TO PHYSICIANS,
STATE AND FEDERAL AGENCY PERSONNEL

Discount fares are now available to handicapped persons who are certified by a physician or State or Federal agency as meeting definitions described on the attached Eligibility Criteria list. If you are requested to certify a person as handicapped for discount fare eligibility, please follow the procedure described below:

1. Determine if the person meets the permanent or temporary criteria described in the Eligibility Criteria. Note the Section Number.
2. Fill out the attached Certificate Form indicating the Section Number and person's address and birth date.
3. Determine if the person requires attendant care while travelling and check the appropriate space.
4. If temporary disability, indicate period disabled in appropriate space.
5. Sign the Certificate Form and fill out address and telephone section and license number, if applicable.

The Certificate Forms will remain on file with the San Francisco Bay Area Rapid Transit District as medical records, not subject to public review.

Please return the form to the person requesting certification for for transmittal to their transit agency.

Thank you for your cooperation.

AC _____ BART _____
GOLDEN GATE _____ MUNI _____
SANTA CLARA _____

CERTIFICATE FORM

I certify that _____
(Please Print - Person's Name)

meets the Bay Region transit operators' Eligibility Criteria as handicapped,

Section _____ and is _____ eligible
(Section No.) (permanently/temporarily)

for a discount fare. Length of Temporary Disability _____
(No. of months) (Must be at least six months to qualify)

ATTENDANT CARE WHILE TRAVELLING:

/___/ Is Necessary and Required on Public Transportation

/___/ Is Not Necessary and Not Required on Public Transportation

Birthdate _____

Person's Address _____

I, _____ agree to the release of this
(Signature)
information to the Bay Region transit systems for the purpose of discount fare eligibility certification.

- - -

Please Type or Print:

_____ _____
Name of Person Completing this Form Address

_____ _____
Telephone City

Physician's License Number (if applicable) _____

_____ _____
Claims Dept. Signature, if applicable Signature of Certifying Person

RETURN ORIGINAL TO APPLICANT

ELIGIBILITY CRITERIA FOR DISCOUNT FARE

GENERAL PROVISIONS

The attached Eligibility Criteria were developed in conjunction with service agency personnel and members of the handicapped community. The Eligibility Criteria is the sole basis for the determination of a mass transportation handicap Bay Region public transit systems.

The Eligibility Criteria is subject to review on a periodic basis. Changes to the Eligibility Criteria shall be made at the discretion of transit operators with recommendations by service agency representatives and the handicapped community.

Discount Cards for permanently handicapped persons are valid for the life of the fare structure policy granting the discount, although it will be required to renew the cards every three years.

The Districts' fiscal obligations may require modification of this program at anytime, however any change in the percentage of discount or hours of operation granted to handicapped patrons in no way invalidates discount fare privileges extended to persons who qualify under the Eligibility Criteria.

The transit operators' Task Force on Handicapped Access will receive suggestions and complaints on program operation. At the end of the six-month demonstration program, the Task Force, service agencies and members of the handicapped community will evaluate the program and make appropriate recommendations.

The Eligibility Criteria (definition of handicap) were developed based on a person's ability or inability to use mass transportation services and presume a level of personal mobility and independence to the degree that use of public transportation systems would be a reasonable expectation.

A functional definition of a handicapped persons follows: A mass transportation handicap is any incapacity or disability which results in the inability of a person to perform one or more of the following functions necessary for the effective use of mass transportation facilities without significant difficulty:

1. Negotiating a flight of stairs, escalator or ramp
2. Boarding or alighting from a public transit vehicle
3. Standing in a moving public transit vehicle
4. Reading informational signs (sight disabilities as defined in Section 9 only)
5. Hearing announcements by train conductors, bus drivers or station agents
6. Walking more than 200 feet

Transit operators reserve the right to verify Certificate Forms by contacting persons completing the forms.

Any fees charged for the completion of Certificate Forms are not the responsibility of Bay Region public transit operators.

Certificate Forms will be confidential records and kept on file with each of the transit systems issuing Discount Cards.

Exclusions

Persons whose sole incapacity is:

1. Any physical, mental or psychological disability or incapacity of less than six (6) months duration
2. Pregnancy
3. Obesity
4. Acute or chronic alcoholism or drug addiction
5. Contagious diseases

are specifically excluded from discount fare eligibility.

GUIDE TO ELIGIBILITY CRITERIA

SUBJECT	PAGE
NON-AMBULATORY DISABILITIES	1
SEMI-AMBULATORY DISABILITIES	
Mobility Aids	1
Arthritis	1
Amputation	1
Cerbrovascular Accident (Stroke)	1
Pulmonary Ills	2
Cardic Ills	2
Dialysis	3
SIGHT DISABILITIES	3
HEARING DISABILITIES	3
DISABILITIES OF INCOORDINATION	4
DEVELOPMENTAL DISABILITIES	
Mental Retardation	4
Cerebral Palsy	5
Epilepsy	5
Autism	5
Neurological Handicap	5
MENTALLY DISORDERED DISABILITIES	
Emotionally Disturbed	6
VETERANS ADMINISTRATION EXCEPTION FOR 100% DISABILITY	6
MUNI EXCEPTION-PROVISION FOR THE BLIND	6

ELIGIBILITY CRITERIA FOR DISCOUNT FARE

PHYSICAL DISABILITIES

Section 1. Non-Ambulatory Disabilities. Impairments that, regardless of cause, confine individuals permanently to wheelchairs.

Section 2. Semi-Ambulatory Disabilities. Impairments that cause individuals to walk with difficulty or insecurity including individuals using a long leg brace, a walker or crutches to achieve mobility.

Section 3. Semi-Ambulatory Disabilities. Persons who due to any cause, suffer arthritis which causes a functional motor deficit in any two major limbs (arms and/or legs).

American Rheumatism Association criteria may be used as a guideline for the determination of arthritic handicap. Therapeutic Grade III or worse and Functional Class III or worse and Anatomical State III or worse are evidence of arthritic handicap.

Section 4. Semi-Ambulatory Disabilities. Persons who suffer amputation of; or anatomical deformity of (i.e. loss of major function due to degenerative, changes associated with vascular or neurological deficits, traumatic loss of muscle mass or tendons and X-ray evidence of bony or fibrous ankylosis at an unfavorable angle, joint subluxation or instability).

a. Both hands; or
b. One hand and one foot;
c. Amputation of lower extremity at or above the tarsal region (one or both legs).

Section 5. Semi-Ambulatory Disabilities. Cerebrovascular accident (stroke) with one of the following four months post-CVA:

a. Pseudobulbar palsy; or
b. Functional motor deficit in any of two extremities; or
c. Ataxia affecting two extremities substantiated by appropriate cerebellar signs or proprioceptive loss.

Section 6. Semi-Ambulatory Disabilities - Pulmonary Ills. Persons suffering respiratory impairment (dyspnea) as defined by The Journal of the American Medical Association, Guides to the Evaluation of Permanent Impairment, The Respiratory System, 11/22/65.

Classes of Respiratory Impairment

Class 3 Dyspnea does not occur at rest but does occur during the usual activities of daily living. However, the patient can walk a mile at his own pace without dyspnea although he cannot keep pace on the level with others of the same age and body build. Percent disability 40-50.

Class 4 Dyspnea occurs during such activities as climbing one flight of stairs or walking 100 yards on the level, or less exertion or even at rest.

Class 6 Dyspnea present on slightest exertion, such as dressing, talking, at rest.

Section 7. Semi-Ambulatory Disabilities - Cardiac Ills. Persons suffering functional classifications of cardiac disease, Classes III and IV and therapeutic classification, Classes C, D, E as defined by Diseases of the Heart and Blood Vessels - Nomenclature and Criteria for Diagnosis, 6th edition, Boston, Little, Brown and Company by the New York Heart Association.

Functional Classification

Class III. Patients with cardiac disease resulting in marked limitation of physical activity. They are comfortable at rest. Less than ordinary physical activity causes fatigue, palpitation, dyspnea, or anginal pain. For instance, inability to walk one or more level blocks or climbing flight of ordinary stairs.

Class IV Patients with cardiac disease resulting in inability to carry on any physical activity without discomfort. Symptoms of cardiac insufficiency or of the anginal syndrom may be present even at rest. If any physical activity is undertaken, discomfort is increased.

Therapeutic Classification

Class C Patients with cardiac disease whose ordinary physical activity should be moderately restricted, and whose more strenous efforts should be discontinued.

Class D Patients with cardiac disease whose ordinary physical activity should be markedly restricted.

Class E Patients with cardiac disease who should be at complete rest, confined to bed or chair.

Section 8. Semi-Ambulatory Disabilities - Dialysis. Persons who in order to live must use a kidney dialysis machine.

Section 9. Sight Disabilities. This section includes only the legally blind.

A. Those persons whose vision in the better eye after best correction is 20/200 or less; and

B. Those persons whose visual field is contracted (commonly known as tunnel vision)

i to 10 degrees or less from a point of fixation, or

ii so the widest diameter subtends an angle no greater than 20 degrees.

Section 10. Hearing Disabilities. Deafness or hearing incapacity that may make an individual insecure in public areas because the individual is unable to communicate or hear warning signals, including only those persons whose hearing loss is 90dba or greater in the 500, 1000, 2000 Hz. ranges.

Section 11. Disabilities of Incoordination. This section includes those persons suffering faulty coordination or palsy from brain, spinal or peripheral nerve injury and any person with a functional motor deficit in any two limbs or who suffers manifestations which significantly reduces mobility, coordination and perceptiveness not accounted for in previous categories.

DEVELOPMENTAL DISABILITIES

Those persons, not psychotic, who are so developmentally disadvantaged "from infancy or before reaching maturity that they are incapable of managing themselves and their affairs independently, with ordinary prudence, or of being taught to do so, and who require supervision, control, and care, for their own welfare, or for the welfare of others, or for the welfare of the community." (Welfare and Institutions Code, State of California, Section 6500) and "any person who is unable, or likely to be unable, to physically or mentally respond to an oral instruction relating to danger and unassisted take appropriate action relating to such danger." (Health and Safety Code, State of California, Section 13131.3). This section includes only those persons with the following disorders who are participating in a State or Federally funded or State recognized program.

Section 12. Mental Retardation. Refers to subaverage general intellectual functioning which originates during the developmental period and is associated with impairment in adaptive behavior (a general guideline is an IQ which is more than two standard deviations below the norm). This section also applies to adults who by reason of illness or accident suffer mental retardation.

Section 13. Cerebral Palsy. A disorder dating from birth or early infancy, non-progressive, although if not treated, there is marked regression in functioning characterized by examples of aberations of motor functions (paralysis, weakness, uncoordination) and often other manifestations of organic brain damage such as sensory disorders, seizures, mental retardation, learning difficulty and behavioral disorders.

Section 14. Epilepsy (Convulsive Disorder). Clinical disorder involving impairment of consciousness, characterized by major motor seizures (grand mal or psychomotor) substantiated by EEG, occurring more frequently than once a month in spite of prescribed treatment. With:

a. Diurnal episodes (loss of consciousness and convulsive seizure); or
b. Noctural episodes which show residuals interfering with activity during the day.

Section 15. Autism. (1) a syndrome described as consisting of withdrawal, very inadequate social relationships, exceptional object relationships, language disturbances, and monotonously repetitive motor behavior; many children with autism will also be seriously impaired in general intellectual functioning; (2) this syndrome usually appears before the age of 6 and is characterized by severe withdrawal and inappropriate response to external stimuli.

Section 16. Neurological Handicap. A syndrome characterized by learning, perceptual and/or behavioral disorders of an individual whose IQ is not less than two standard deviations below the norm. These characteristics exist as a result of brain dysfunction (any disorder in learning or using the senses), neurological disorder, or any damage to the central nervous system, whether due to genetic, hereditary, accident, or illness factors. This section includes persons with severe gait problems who are restricted in mobility.

MENTALLY DISORDERED DISABILITIES

This section carries no age restriction.

Section 17. Emotionally Disturbed. To the extent of total disability and

a. living in a board and care home and receiving State or Federal financial assistance and participating in a State or federally funded work activity center or workshop or

b. living at home under supervision and may or may not receive State or Federal financial assistance and participating in a State or Federally funded State or Federal work activity center or workshop.

NOTE: VETERANS ADMINISTRATION EXCEPTION. Any veteran who holds a disability rating for aid and attendance, housebound or permanent and total rated at the 100% level is immediately eligible for a fare discount and criteria section number requirement is waived on the Certificate Form.

All other veterans are subject to the above Eligibility Criteria.

Any veteran wishing to apply for certification to the Veterans Administration should include his or her Social Security number and VA file number on the Certificate Form or attachment sheet when mailing to the Veterans Administration.

MUNI EXCEPTION - PROVISIONS FOR THE BLIND

Muni existing policy providing free transit for the qualified blind remains in effect. The qualified blind will not be required to pay fares to ride Muni.

THOMAS J. BLANCHARD
CHIEF DEPUTY CITY ATTORNEY

THOMAS A. TOOMEY, JR.
ASSISTANT CHIEF DEPUTY

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WILLIAM P. LYNCH, JR.

PAUL B. HOLM
ADMINISTRATIVE ASSISTANT

May 22, 1975

Mr. Thomas G. Flynn
Secretary and Asst. General Manager, Admin.
Public Utilities Commission
287 City Hall
San Francisco, California 94102

Subject: Proposed Modification to City Contract
With International Engineering Co., Inc.

Dear Mr. Flynn:

Your letter of May 13 has been received. You therein ask for our "formal opinion" relative to the subject noted above, concerning which I gave oral advice to the Public Utilities Commission at its meeting of April 22, 1975. The conclusions which follow will be recognized as being the same as expressed by me at said commission meeting.

Our legal issues are created by this sequence of circumstances, as quoted from your May 13th letter:

> ". . . . International Engineering was awarded a contract in 1973 for services relating to the Municipal Railway Transit Improvement Program (T.I.P.). Total payment was not to exceed $478,200.
>
> "In subsequent months, a number of contract modifications were authorized by the T.I.P. Program Manager without the knowledge or approval of the Public Utilities Commission. International Engineering was authorized by the Program Manager to proceed with the work, which has now been completed.

CITY AND COUNTY OF SAN FRANCISCO

THOMAS M. O'CONNOR
CITY ATTORNEY
CITY HALL

"On March 25, 1975, the Public Utilities Commission was asked to approve a $73,159 amendment to the original contract in order that I.E.C.O. might be compensated for this additional work."

Fearful of their own potential for legal liability implicit in allowing payment for additional work done by International Engineering Company without contract modification first authorized by the Public Utilities Commission, it is now the request of the Commission, as expressed in your letter, that this office "define the Commission's authority and legal liability under these circumstances, and also that of the staff."

In the present posture of the contract under consideration, the Commission is not legally authorized to now allow the contract to be so modified as to provide additional compensation to International Engineering for extra work done by it without antecedent approval of the Commission. The scope of work, and the ceiling payment of $478,200.00 therefor, were by law frozen into the February 1973 contract; unless, in keeping with all applicable law, the Public Utilities Commission first authorized expanded work and payment of more compensation than $478,200. (See S.F. Charter Sections 3.591, 6.302, 6.312, 6.313; California Constitution, Article XI, Section 10.)

Any action by the Commission to now modify the contract so as to provide for the extra work and the extra payment would expose participating Commission members to individual liability and to liability upon their official bonds. (Charter Section 6.313)

Thus far, and in the evident absence of Commission knowledge of, or participation in, the staff processes which induced International Engineering to do the extra work and to seek the extra payment, there can be no legal liability upon the Commissioners by reason of the action of any staff member so involved. As public officers, members of the Commission are not legally responsible for the actions of subordinate staff unless they join therein or later ratify such actions. (O'Brien v. Olson, 42 Cal.App.(2) 449; Marshall v. Los Angeles, 131 Cal. App.(2) 812)

Respecting possible liability of any member or members of the staff of the Commission, it is our opinion that no such liability does exist. Also, if liability of a staff member would be pursued by suit filed by International Engineering, it would be the obligation of his employer, the City and County of San Francisco, to (1) supply such staff member, at his request, with a defense by the City Attorney's office, and (2) pay any such judgment as might be rendered against said staff member in that suit.

To particularize upon the foregoing, it is our view that the law of California would immunize such staff member from liability by reason of the complete absence of any "actual fraud, corruption or actual malice" on his part during the course of the negotiating which led International Engineering into its legally unauthorized extra work and its anticipation of extra payment.

In such regard, Section 822.2 of the Government Code provides as follows:

> "822.2 Misrepresentations. A public employee acting in the scope of his employment is not liable for an injury caused by his misrepresentation, whether or not such misrepresentation be negligent or intentional, unless he is guilty of actual fraud, corruption or actual malice."

It seems clear that the foregoing section would be a complete defense to any lawsuit against a participating staff member, regardless of the theory of liability upon which such lawsuit was attempted to be based.

However, even were a lawsuit brought against a staff member, and even were such suit to end in a judgment against him, that same absence of "actual fraud, corruption or actual malice" on the part of the staff member would require that he be supplied by the City with a defense to the lawsuit, and that the City - not the staff member - pay the amount of the judgment. (See Government Code, Sections 995 through 996.6)

CITY AND COUNTY OF SAN FRANCISCO

THOMAS M. O'CONNOR
CITY ATTORNEY
CITY HALL

Should further assistance be desired upon these matters, please call or write.

Very truly yours,

THOMAS M. O'CONNOR
City Attorney

William F. Bourne

WFB/jf

William F. Bourne
Utilities General Counsel

SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

April 1975

Due to a change in the period covered from quarterly to monthly, the originally intended quarterly report for the period January, February, and March was not written.

CURTIS E. GREEN
GENERAL MANAGER

Hyde Street Cable Cars

Commencing February 4, 1975, controls regarding the laying over of cable cars on Hyde and Beach and in the Victorian Park terminal were revised. Two cable cars are now permitted to lay over in the Victorian Park terminal simultaneously, which will expedite the loading and departure of cable cars. Furthermore, two cable cars are permitted to lay over on Hyde Street south of Beach, and another car just south of North Point. This change eliminates the long wait at the top of the Hyde Street hill at Lombard, which has been a long-time complaint of passengers and crews.

Valentine's Day Promotion of Shoppers' Shuttles

On February 14, 1975, St. Valentine's Day, the Transport Workers Union, Local 250A, subsidized the operation of the Shoppers' Shuttle coaches. On this day only, passengers were not charged the normal 10¢ fare on Lines 84, 85, and 86. A paper bag displaying a Valentine's Day heart was placed over the fare box.

Woods Motor Coach Division

Schedules have been completed changing pull outs, pull ins and reliefs from Ocean Division to the new Woods Division. There will be a General Sign-up conducted. The effective date is tentatively set for the weekend of June 22, 1975. However, details have not yet been finalized.

Line 91 Stonestown

Effective April 7, 1975 on weekdays ONLY, a new service designated 91 - Daly City was inaugurated between 19th Ave. and Winston and BART Daly City Station (via Park Merced). The name has been changed to 91 Stonestown. Line will operate from 19th and Winston from 5:40 A.M. to 9:00 P.M. Intervals between coaches will be 15 minutes during peak periods and 20 minutes during off peak periods.
ROUTE: From 19th & Winston via 19th Avenue, Crespi, Juan Bautista, Font, Chumasero, Brotherhood Way, Arch, Alemany, St. Charles to Daly City BART Station.
RETURN: Via John Daly Blvd., Junipero Serra, Alemany, Arch, Brotherhood Way, Chumasero, Font, Juan Bautista, Crespi, 19th Ave., Holloway, Junipero Serra, Winston to Terminal on 19th Ave. at Winston.

Claims Cost

Budgeted July 1, 1974 - June 30, 1975			$2,800,000
Settled July-Aug.-Sept.	462	$ 890,905	
" Oct.-Nov.-Dec.	436	869,153	
" Jan.-Feb.-Mar.	475	862,577	
	1373	$2,622,635	
			2,622,635
Balance			$ 177,365

The above data reflect settlements that total $349,860 more than for the same period last year.

New Diesel Coaches Arrive

Manufacture of the 100 AM General Coaches began at the Mishawaka, Indiana Plant on March 24, 1975. Muni personnel visited the plant in February to review final construction designs and make arrangements for manufacture and in-plant inspection. Mr. Fred Thomas was designated as Muni's Chief Resident Inspector and had two assistants at the plant. These are the first new motor coaches Muni has received since 1969 and the first AM General coaches in the West. They went into service on May 5.

Electric Trolley Coaches

Flyer Industries Limited settled their strike on January 22, 1975. The company was struck by union membership on October 2, 1974, which resulted in shutting down production facilities of the company. Limited production of coaches was resumed on January 27, 1975. It appears that delivery of the first of Muni's 343 trolley coaches will begin in the late fall of 1975. A contract for professional services for in-plant inspection during coach manufacture is being prepared.

25 Small Diesel Transit Coaches

Specifications have been finalized and are being prepared for printing and publication for procurement of 25 - 30 foot diesel coaches. These will be submitted to the Public Utilities Commission for approval and permission to advertise during the second quarter of this year.

Line 61, California Street Cable Line

Due to accumulation of debris in the Cable Car channels and malfunctioning of many carrier pullies the Cable Car drive motor became overloaded to the point the California line had to be taken out of service on March 25th. Since March 26th all available Track Department manpower had been shifted to the California line cleaning channels and changing pullies on a crash program. The line went back into service on April 12.

Golden Gate Corridor Project

After about a year of inactivity, work on this project for planning facilities within San Francisco for Golden Gate Transit through about 1990 was resumed. James J. Finn, PUC Director of Transportation, serves as coordinator of San Francisco departmental staff activities on the project's Technical Advisory Group, committed under a Joint Powers Agreement.

MUNI planning staff, in addition to extensive citizen liaison activities, reviewed the Draft Final Report produced by the project consultants, Kaiser Engineers, in March and coordinated city staff review. The systems being recommended for short range implementation feature primarily exclusive bus lanes for Golden Gate Transit during peak hours, with MUNI having full access to them.

Transit Preferential Streets

This project is being jointly coordinated by TIP and the planning staff. As of January 1, 1975, three of the initial Transit Preferential Streets Program projects were pending: Lower Mission Street, Fourth Street and Post/Sutter Streets.

Preferential lanes on Post and Sutter were put into operation by DPW and the SFPD on January 20, 1975. Their effectiveness is being monitored by the planning staff and by DPW. The Mission and Fourth Streets transit preferential lanes have not yet been implemented.

MONTHLY REPORT FOR MAY 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 76% to 112% of normal as of May 1; Alameda watersheds averaged from 98% to 119% of normal for the same period.

2. Hetch Hetchy water import: An average of 198.1 million gallons per day (MGD) for the month of April.

3. Sunol Valley Filtration Plant treated 29.8 MGD. San Andreas Filtration Plant treated 48.9 MGD.

4. Consumption (MGD average):

   April 1975 - 224.9)
   April 1974 - 223.8) 0.5 per cent more

   12 months preceding

   May 1, 1975 - 263.0)
   May 1, 1974 - 249.7) 5.3 per cent more

5. Storage (million gallons) as of May 1:

   Alameda Div.

   1975 - 40,040)
   1974 - 26,159) 53.1 per cent more

   Peninsula Div.

   1975 - 24,706)
   1974 - 25,305) 2.4 per cent less

   Total

   1975 - 64,746)
   1974 - 51,464) 25.8 per cent more

Operations and Maintenance

BARTD

Castro Street Station

A 6-inch main has been installed near the emergency stair exit on the South side of Market Street.

Disruption in Water Service

A six-hour disruption in service to consumers on Judah Street occurred on April 28, 1975 when a gate valve at Judah and 12th Streets was damaged by a contractor installing new Municipal Railway tracks. Repairs were delayed because it was necessary to obtain fire hose in order to drain the line from hydrants away from the contractor's work area.

Unusual Occurences

On March 20, 1975, three PG&E towers, located easterly of the San Andreas Reservoir, were bombed about 1 a.m. Damage to the towers was minor. No suspects were apprehended.

Assistance of the Peninsula Division was requested by the Federal Communications Commission office after seven days of fruitless effort by FCC to find a U. S. Geological Survey malfunctioning radio transmitter which was blanking out a local Peninsula business firm's mobile radio unit. The unit was located westerly of San Andreas Reservoir on watershed property.

Vandalism

Several padlocks were broken, fences were cut, and the small wooden bridge on the trail from Big Laurel to the portal of Pilarcitos Tunnel No. 2 was destroyed on the Peninsula watershed. 133 trespassers were evicted during the month. New Zone assignments were put into effect on April 16 for the Peninsula Watershed Keepers in an effort to provide more mobility in security coverage.

Federal Clean Water Bill

The Environmental Protection Agency (EPA) has received funds and personnel to enforce the recently adopted Clean Water Bill and the impact of this legislation has been felt by the Purification Division in the form of increased Health Department requests for special surveys and reports.

1975-76 Budget

Mr. Frye appeared before the Budget and Governmental Efficiency Committee of the Board of Supervisors on the 30th of April to make a budget presentation. Basically, the presentation was limited to replying to questions by members of the Committee. No action was taken by the Committee and it was stated that the Committee would review the budget for possible cuts in executive session. Except for furnishing the Board Budget Analyst with a requested list of budget reductions in the amount of $230,000 in lieu of a 7-1/2 percent cut in permanent salaries, no specific mention was made of any further reductions.

Grand Jury

On the 8th of May, Mr. Frye, together with Mr. Kenck, Mr. Matsumura and Mr. Kelleher, took members of the Grand Jury on a tour of watershed properties and facilities on the Peninsula and in Alameda Division. Messrs. Mel Springer and John Kamena of the Public Utilities Committee were among the members of the Grand Jury who made the trip.

Civilian Defense Exercise Earthquake

On May 14, between 8 a.m. and noon, Messrs. Frye, Boyd and Tracy participated in the Earthquake Exercise called "Marina 4". The exercise was designed to test the adequacy of our emergency planning by focusing on District 4 in the Marina by highlighting specific problems. The exercise was useful in making the Water Department more aware of the problems of other services and was extremely useful in portraying the problems of the Water Department in disaster situations.

Supplemental Appropriation

On May 14, Mr. Frye and Mr. Bardoff appeared before the Finance Committee of the Board of Supervisors to secure a supplemental appropriation from the 1972 Bond Fund in the amount of $3,750,000.

Water Sales

Total Collections

April 1975	April 1974	Increase
$2,342,677	$1,833,321	$509,356

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$2,280,441	$1,927,524	$352,917

Leases and Permits

Rents for the month of March included:

Santa Clara Sand and Gravel	$2,181.51
Crystal Springs Golf Course	4,736.61
Sunol Golf Course	3,081.15

Delinquent Accounts

The status of the two delinquent accounts (Roy Kruse - $4,671.59 and William Shelley - $628.12) in the hands of the City Attorney's Office, remains the same.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 19 vehicles.

Vehicular Accidents

During the month of April there were 6 accidents in 5 of which the Department drivers were at fault. Our frequency rate for all accidents was 29.40 per million miles while driving 204,075 miles.

Industrial Accidents

There were 5 lost time injuries in April There are a total of 15 for the calendar year.

Service Renewals

	April 1975	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	487	4,196

Meter Repairs

	April 1975	Fiscal Year 1974-1975
CDD - all sizes	422	4,066
Peninsula (inspected and repaired as needed	16	186
Contract Program 1, 1-1/2, and 2-inch	-0-	356

Flushing

Flushing was conducted in the Stanford Heights area roughly bounded by Quintara Street and 27th Avenue and by Haight Street and East Buena Vista.

	April 1975	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	115,200	466,900
Number of individual flushings to correct objectionable conditions	23	204

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

May 15, 1975

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 3,128, 236.12	73	83	20	Delayed by labor dispute. Work now progressing at normal rate.
WI .550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,666,351.57 (MODIF.)	4,145,677.69	99	100	85	Landscaping remains to be completed.
WD-1613	Laying of 12" D.I. Main in Filbert St. between Hyde & Gough Streets	104,024.00	0	40	36		
WD-1657	Furnish & Install Ground Fault Detection Equipment & Protective Relays at San Antonio & Sunol Pump Stations	14,681.00	0	20	100		Waiting for electrical equipment.
WD-1665	Calaveras Dam Repair	1,568,900.00	1,188,180.00	95	77		
WD-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	92	Wet & cold weather delaying "Monoform" roofing.
WD-1668	Laying of 12" & 16" D.I. Mains in Harold Ave. & 17th Street	120,254.00	9,504.90	94	64		
WD-1670	Cement Mortar Lining - Howard, So. Van Ness, Sanchez and Other Streets	230,960.00	34,590.60	52	87	15	Delayed start by Contractor.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

May 15, 1975

The following contract has been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1658	Reroofing Potrero Heights Reservoir	April 1, 1975

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

June 10, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Syrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-114

Call to Order: 2:30 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman

Absent: Commissioner Dennis V. Carey

The minutes of the regular meeting of the Commission held May 27, 1975 were approved.

RESOLUTION NO.	
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0222 H	Authorizing Bid Call for HH Contract No. 443 - modifying spillway and constructing an energy dissipator at Moccasin Dam
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0223 H	Authorizing Bid Call - BLHP Contract No. 190 - relamping of City-owned street lighting system, fiscal year 1975-76
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0224 H	Completion of HH Contract No. 520 - painting steel trolley poles on Haight Street, Stanyan to Central Avenue - $72.00 excess modification - J. Wm. Sorensen, Inc., contractor
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0225 H	Approving Department of Public Works; proposal for construction of new street lighting system on Mendell Street from Evans Avenue to Cargo Way
	Vote: Ayes-Flynn, Byrne, Diviny, Berman
	On motion of Berman, seconded by Byrne, the following resolution was adopted:
75-0226 W	Authorizing Bid Call - WD Contract No. 1675 - renovation Bernal Heights Hydropneumatic Pumping Station.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0227 W Supplemental Appropriation - $425,000 - - investigation of Crystal Springs and San Andreas Dams

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0228 W Completion of professional services contract with Brown and Caldwell, Consulting Engineers, covering water rate study - $1,249.71 credit modification

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0229 W Renegotiation of 266-acre grazing lease in Alameda County with Mrs. Manuel Mendoza - term not to exceed 5 years

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0230 W Supplemental Appropriation - $2,709 - compensation adjustments for two positions Water Department claims section-- '74 - '75

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0231 W Supplemental Appropriation - $2,816 - compensation adjustments for two positions Water Department claims section-- '75 - '76

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0232 W Approving collection of Water Department claims for damages against miscellaneous debtors - month of May 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0233 M Authorizing Bid Call - MR Contract No. 627 - furnishing 25 small diesel motor coaches, 30-passenger.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0234 M Requesting San Francisco Municipal Railway Improvement Corporation to award MR Contract No. 619R2 to L. B. Foster Company of San Francisco - furnishing and delivering rails and accessories for the Muni Metro Center.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Byrne, seconded by Berman, the following resolution was adopted:

75-0235 M Modification of MR Contract No. 595R for Junipero Serra Blvd. track reconstruction and landscaping - Homer J. Olsen, Inc. & Railco. Inc. dba Railco of California, Joint Venture, contractor - $500 debit - $500 credit

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0236 M Authorizing continuation and execution of agreement with United States Post Office Department to transport letter carriers upon the Municipal Railway for fiscal year 1975-76 - sum of $30,966

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0237 M Supplemental Appropriation - $186.00 - retroactive permanent wage adjustment miscellaneous employees

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Diviny, the following resolution was adopted:

75-0238 M Authorizing write-off as uncollectible - 57 checks received from May 1, 1974 through April 30, 1975 for Municipal Railway Fast Pass purchases.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0239 M Approving extension of western terminal loop - Line 92-Cow Palace Shuttle to avoid using San Fernando Way between Monterey and Ocean.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0240 M Approving realignment of portion of Route 32-Embarcadero extension to Fort Cronkhite

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0241 M Authorizing two members of Railway staff to attend annual Festival of American Folklife July 2-6, 1975 - Smithsonian Institute - Washington, D. C.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0242 M Approving compromises and collections of Municipal Railway damage claims against miscellaneous debtors - Month of April 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0243 M Approving payment of claims - Municipal Railway - Month of April 1975

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0244 M — Approving Municipal Railway emergency supplemental appropriation of $91,850.00 - pay judgment obtained by Transport Workers Union Trust Fund - payment of amounts allegedly owed from fiscal years 1972-73 and 1973-74

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0245 W — Authorizing acceptance of $6,041.70 (50%) for reimbursement of 1966-75 taxes under Land Use Permit to the City of Mountain View - authorizing reissuance of said permit modified to cover reimbursement during its future use.

Vote: Ayes-Flynn, Byrne, Diviny, Berman

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0222-MR — Approving request for payment of claims against Municipal Railway - total amount $65,775.47

Vote: Ayes-Flynn, Byrne, Diviny, Berman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Resolution No. 75-0227--Approving $425,000 supplemental appropriation from Water Department existing funds to provide for investigation of Lower Crystal Springs and San Andreas Dams.

Kenneth R. Boyd, Water Department Assistant General Manager, explained that this engineering and geological safety evaluation as to earthquake safety is a requirement of the state division of Safety of Dams.

The Water Department engineering staff does not have the required expertise in the various professional fields involved, and most of the work will be through an independent consulting engineer. New technology is now available that allows engineers to calculate stresses and strains due to earthquake forces and to determine remedial measures if necessary. The company recommended to do this work will be selected from a field of at least five consulting firms, following selection procedures developed by the Water Department.

******

Resolution No. 75-0233--Authorizing bid call for furnishing 25 30-passenger diesel motor coaches for the Municipal Railway.

Curtis E. Green, Municipal Railway General Manager, explained that these smaller, less noisy vehicles will be used mainly on lines in the neighborhood and on the community shopping routes. The specifications follow a standard recently developed by APTA.

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Municipal Railway calendar Item #4--Proposed professional services agreement under the Transportation Improvement Program, with Bechtel, Inc. at a maximum fee of $162,300, for design of a fare collection system for the new Muni Metro Subway--was disapproved. The Commission requested further negotiation.

Rino Bei, TIP Project Manager, said that while ten requests for proposals were mailed to engineering firms, three responses were received from interested firms; namely, two eastern firms--Louis T. Klauder & Associates ($132,976) and Fay Associates ($129,204)--and Bechtel, Inc. of San Francisco ($267,300).

The consensus of the TIP Control Group reviewing and evaluating the submitted proposals was that the best proposal and experience record was that of Bechtel, Inc., a local firm with wide range of specialists available to them supplementing their direct project staff. The firm has also been involved with the Bay Area mass transit system from its inception and participated in the design of BART's fare collection system. However, the group felt that the Bechtel fee schedule was extremely high.

Mr. Bei said that upon going over the original fee schedule of $267,300 with Bechtel, it was determined the scope of the project had not been quite understood by Bechtel and they had sent in a two-stage proposal, which not only included some work not actually required, but which was not feasible because of the time constraints. They came back with a second proposal more in line with the project scope, and a new figure of $162,300 maximum fee.

Commissioner President Flynn and Commissioner Berman questioned Mr. Bei at length about the basis of the recommendation, how the committee established a fee they considered feasible, the determining factors in the evaluation process, affirmative action compliance,etc.

Mr. Bei said one of the strong factors favoring Bechtel is they have on their team an eminently qualified engineer, Wesley Leeds, who has designed subway fare systems throughout the world.

On roll call, the Commission unanimously disapproved the proposed resolution. Noting the difference of $32,000 between the negotiated Bechtel figure compared with the next lowest maximum fee proposal, they suggested that staff return to the negotiating table and come in with a lower figure.

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Resolution No. 75-0238--Authorizing write off as uncollectible 57 checks, totaling $858 received from May 1, 1974 through April 30, 1975, for Municipal Railway Fast Pass purchases.

Commissioner Byrne stated he did not consider it good business for the Railway to continue to accept personal checks for purchase of Fast Passes.

Mr. Green reported that since the item was placed on the calendar, $166 of this amount came in. In the year's experience, the delinquency rate represents .02% (2 one-hundreths of one per cent) of the total sales of Fast Passes, $4,052,576.

Mr. Green estimated that 60 per cent of the money comes in check form, and 40 per cent in cash. He was of the opinion that not to accept checks would place an undue hardship on those people who do business by check, and pointed out that when the program was started the emphasis was on convenience.

Commissioner Berman said that while this is a convenience, unfortunately the good honest people are the ones who are misused by the people who abuse the system.

Mr. Crowley said that at its inception in order to keep the program fairly simple, it was decided to allow people to send in checks by mail for the passes. Before the Commission made an adverse decision, he wished to determine the percentage of checks mailed in, versus the number taken in at the various sales outlets.

Further discussion regarding acceptance of checks was deferred until a report is received from Mr. Crowley and his recommendation. The Commission did approve the proposed write-off of 57 checks as uncollectible.

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The Commission adopted Resolution No. 75-0239--Revising the terminal loop of experimental Line 92-Cow Palace Shuttle.

Mr. Green explained that the original routing of the western terminal would utilize San Fernando Way, a narrow street, two blocks between Monterey and Ocean. By extending the terminal westbound on Ocean to 19th, thence via Sloat to a new terminal on Junipero Serra, returning via Junipero Serra to Ocean, would avoid using San Fernando.

******

The Commission adopted Resolution No. 75-0240--Realigning portion of Route 32-Embarcadero extension to Fort Cronkhite, by eliminating the turnaround via the Fort Mason parking lot, and allowing a stop at Van Ness and Bay.

Mr. Green said it was felt that additional time can be provided by elimination of the turnaround, and possible adverse impacts on the residential section of Franklin Street between Bay and Lombard can be precluded.

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Resolution No. 75-0245--Authorizing acceptance by the Water Department of $6,041.70 representing 50 per cent of the total amount due for reimbursement of 1966-75 property taxes assessed by the County of Santa Clara under Land Use Permit to the City of Mountain View; and authorizing reissuance of said permit modified to state permittee shall reimburse City of 50 per cent of taxes and assessments during its future use.

This suggested compromise was rejected by the Commission at its May 27, 1975 meeting. Upon additional advice from the City Attorney's Office, it appeared there was a misunderstanding as to the rights of the City in this matter. The item was submitted for reconsideration on the supplemental calendar, and was approved by the Commission.

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Communications:

None

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Roll Call:

Mr. Walter A. Bowler, President of Mahoney Electric Company, Inc., contractor under BLHP Contract No. 188, appeared, protesting the Commission's action of May 27, 1975, when it voted not to extend said contract for maintenance and repair of City-owned street lighting system to June 30, 1976, but rather to put it out for new bids.

Public Utilities Counsel William F. Bourne explained the rights and obligations of the parties to the contract. Paragraph 77 of the specifications vests complete discretion in the PUC to as whether after completion of the original one-year term an extension should be granted. This paragraph also makes reference, with relation to extension beyond the original term, to "mutual agreement between the parties." Mr. Bourne said, therefore, that Mahoney Electric Company has no legal right to insist upon the one-year extension. As to the Commission, the extension is merely permissive not mandatory.

Commissioner Berman stated, for the record, that he did not personally know Mr. Bowler, nor did he know anyone in this particular field of work, and he was in no way being critical of contract performance. His reason for asking for new bids was he did not favor the Commission having in existence a contract that could be renewed by mutual consent at the same rates. He felt if it were advantageous to have a contract run for three years, then it should be a three-year contract.

William M. Reedy, Administrator of the San Francisco Electric Industry Trust, said that he was proud of the electrical industry's work under these maintenance contracts, and that while in the Commission's judgment competitive bidding in this instance may get the work done at less expense, maybe there is an economy and maybe there isn't.

No further action was taken by the Commission.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0222

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes bid call as follows:

HETCH HETCHY CONTRACT NO. 443
MOCCASIN DAM SPILLWAY
CONSTRUCT WEIR AND ENERGY DISSIPATOR AND
RED MOUNTAIN BAR WASTEWAY TRAINING WALLS

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under Classes 1 and 1(f), as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0223

RESOLVED, That this Commission approves the plans and specifications and hereby authorizes Bid Call as follows: Bureau of Light, Heat and Power Contract No. 190 - Scheduled Relamping of City-owned Street Lighting Systems, Fiscal Year 1975-76; and be it further.

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22 (a) of the San Francisco Administrative Code, this project is hereby determined to be categorically exempt from the California Environmental Quality Act under classes 1(b), 1(d) and 2, as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on April 26, 1973.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0324

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 520, Haight Street - Stanyan Street to Central Avenue, Painting Steel Trolley Poles as satisfactorily completed, approves debit Modification of Contract No. 1 in the amount of $72.00 to adjust the estimated unit price quantities to agree with the actual work performed; and approves final payment of $540.00 in favor of the Contractor, J. Wm. Sorensen, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0225

WHEREAS, The Department of Public Works, in accordance with the Administrative Code, has submitted to this Commission plans for installing 15 mercury vapor street lights on Mendell Street between Evans Avenue and Cargo Way and on Newhall Street 600 ft. West of Keith Street to Mendell Street as depicted in their Drawing SEL - 5341; and

WHEREAS, The Bureau of Light, Heat and Power, after reviewing said plans recommends approval; now, therefore, be it

RESOLVED, That this Commission hereby approves the Department of Public Works' proposal for relighting Mendell Street between Evans Avenue and Cargo Way, and Newhall Street 600 ft. West of Keith Street to Mendell Street with the provision that construction methods, component selection and other details meet with the approval of the Bureau of Light, Heat and Power.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1675 - Bernal Heights Hydropneumatic Pumping Station Renovation

and, be it further

RESOLVED, That the activity described hereon is categorically exempt from environmental impact report in accordance with list adopted by the City Planning Commission July 25, 1974, Class 1b, 1f and 2.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUN 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors San Francisco Water Department Supplemental Appropriation in the amount of $425,000 from Account No. 1990 - Unappropriated Balance of Funds - San Francisco Water Department to Appropriation 4.746.715.000 - Crystal Springs and San Andreas Dams - Investigation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0228

RESOLVED, That this Commission accepts the work as satisfactorily completed, approves Credit Modification of Contract in the amount of $1,249.71; approves Final Payment in amount of $52.59, in favor of Brown and Caldwell, Consulting Engineers, covering a water rate study under contract dated March 23, 1971.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0329

WHEREAS, On May 26, 1970, the Public Utilities Commission, by Resolution No. 70-0316, authorized execution of a 266 acre Grazing Lease near the junction of San Antonio and Calaveras Creeks in Alameda County to Manuel Mendoza, who passed away in late 1974, and said Lease commenced November 1, 1970, and terminates October 31, 1975; and

WHEREAS, The subject parcel has been continuously leased by the late Mr. Mendoza since approximately 1919. Mr. Mendoza had maintained the premises in satisfactory condition and made improvements throughout his many years as a lessee of the City and County of San Francisco; and

WHEREAS, Mrs. Mendoza, now being 75 years old, has requested that consideration be given to the fact that she and her late husband devoted most of their lives to raising cattle on the subject parcel of land, and requests that she be allowed to negotiate for the renewal of the existing Lease. It is our understanding that Mrs. Mendoza will be assisted in the cattle operation by her grandson; and

WHEREAS, Mrs. Mendoza offers to pay a rent for the 266 acre parcel of $15.00 per acre per year, or a total of $3,990 per year versus $10.00 per acre per year, or a total of $2,660 being derived from the present Lease; and

WHEREAS, In accordance with Public Utilities Commission Resolution No. 74-0391 adopted on October 22, 1974 which permits negotiation of certain leases "under special circumstances" rather than employing the competitive bid process;

NOW, THEREFORE, be it

RESOLVED, That authorization is hereby granted to negotiate that certain 266 acre Grazing Lease in Alameda County with Mrs. Manuel Mendoza for a term not to exceed five (5) years at a rental of not less than $15.00 per acre per year.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0220

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors San Francisco Water Department Supplemental Appropriation in the amount of $2,709 to reflect compensation adjustments for two positions in the San Francisco Water Department in accordance with Charter Sections 8.400 and 8.401, effective July 1, 1974.

From:	9155 Claims Investigator	625B760
To:	9155 Claims Investigator	664B803
From:	9156 Sr. Claims Investigator	656B797
To:	9156 Sr. Claims Investigator	701B846

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors San Francisco Water Department Supplemental Appropriation in the amount of $2,816 to reflect compensation adjustments for two powitions in the San Francisco Water Department in accordance with Charter Sections 8.400 and 8.401 effective July 1, 1975.

From:	9155 Claims Investigator	$625B760
To:	9155 Claims Investigator	664B803
From:	9156 Sr. Claims Investigator	656B797
To:	9156 Sr. Claims Investogator	701B846

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0292

RESOLVED, That this Commission hereby approves collections, month of May 1975, of claims for damages against miscellaneous debtors, San Francisco Water Department, in the amount of $3,427.68.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

WHEREAS, The Municipal Railway has included within its Transit Equipment Program and System Improvement Program the acquisition of 25 small Diesel Motor Coaches to replace a like number of vehicles in its existing fleet; and

WHEREAS, Specifications for the new motor coaches have been prepared and are ready for utilization in a call for bids; and

WHEREAS, An application is on file with the City's Planning Department to have this project declared as having a negative effect on the environment; and

WHEREAS, Local funding for said purchase is available in Appropriation 4.736.706.000.000 derived from Transportation Development Act Funds allocated by the Metropolitan Transportation Commission; now, therefore, be it

RESOLVED, That this Commission hereby authorizes Bid Call for MR Contract No. 627 for Furnishing 25 Diesel Motor Coaches, subject to the concurrence of the Urban Mass Transportation Administration.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of 1 JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0324

WHEREAS, The Municipal Railway streetcar system is being modernized under the Transit Improvement Program (TIP) through the San Francisco Municipal Railway Improvement Corporation (SFMRIC) and grants from the Urban Mass Transportation Administration (UMTA) of the U. S. Department of Transportation; and

WHEREAS, San Francisco Municipal Railway Improvement Corporation Contract No. MR-619R2, Furnishing and Delivering Rails and Accessories for Muni Metro Center, is a part of the Transit Improvement Program; and

WHEREAS, Bids have been received for the rails and accessories and the lowest bid received was in an amount not to exceed $131,026.03 for Contract No. MR-619R2; now, therefore, be it

RESOLVED, That this Commission requests that the SFMRIC award Contract No. MR-619R2 (Bid Item 1 plus Bid Item 2) to L. B. Foster Company, P. O. Box 3721, San Francisco, California, in an amount not to exceed $131,026.03, and to reject all other bids.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0335

WHEREAS, The Traffic Division of the Department of Public Works has requested that a corner of the outbound street-car loading platform at Ocean Avenue and Junipero Serra Boulevard constructed under Contract No. MR-595R be modified in order to provide a 9-foot wide turning traffic lane; and

WHEREAS, A debit modification of said contract in an amount of $500.00 will be required to accomplish the foregoing; and

WHEREAS, It has been determined by the Municipal Railway that the coloring of approximately 600 square feet of asphalt pavement adjacent to the crosswalk required under said contract should be deleted in order to provide a greater contrast with the crosswalk to promote use of the crosswalk, which deletion will result in a credit modification of contract in an amount of $500.00; now, therefore, be it

RESOLVED, That this Commission hereby approves Modification of Contract No. 1 to Contract No. MR-595R in an amount of $0.00; and, be it further

RESOLVED, That this Commission hereby approves an extension of time of five (5) calendar days to perform the above work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0336

WHEREAS, It has proven mutually convenient for both the Municipal Railway and the Post Office to pay regular fares for postal city delivery carriers and special delivery messengers using Muni Transit Lines in the course of their official duties in quarterly installments, and

WHEREAS, A tentative list of routes for the year 1975-1976 has been submitted and checked by the Municipal Railway; and

WHEREAS, A tentative agreement has been prepared which would provide $30,966 in fare revenues to the Municipal Railway; now, therefore, be it

RESOLVED, That this Commission approves entering into an agreement with the United States Postal Service to transport upon the Municipal Railway, within the delivery limits of the Post Office of San Francisco, California, regular and substitute City delivery carriers, and all regular and substitute special delivery messengers, while in uniform and on duty, carrying the regulation satchel, for a period of one year, commencing July 1, 1975, for the sum of $30,966, to be paid quarterly in equal installments; and, be it

FUTHER RESOLVED, That the General Manager of Municipal Railway be and he is hereby authorized for and on behalf of the Commission to execute said agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

RESOLVED, That this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with Charter Section 8.403 in the amount of $186, to the credit of the following appropriations:

4.735.130.002.000 "Wages--Miscellaneous Employees"	$159
4.735.863.000.000 O.E. 860 "Pension and Retirement Allowance"	27

This involves one (1) 7358 Pattern Maker.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-1[illegible]

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves the write-off of uncollectible checks in the total amount of $858.00 as per list attached for amounts owing the Municipal Railway for Fast Passes purchased during the period May 1, 1974 through April 30, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE [illegible]

Secretary and Assistant General Manager

May 13, 1975

BAD CHECKS TO BE WRITTEN OFF

Name of Debtor	Date of Purchase	Amount of Check
Rick Abeytia	05-31-74	$ 11.00
Susan Anderson	09-11-74	11.00
S. A. Bailey	07-31-74	22.00
Donna Baxter	08-26-74	11.00
Lewis Bibler	09-21-74	11.00
Kirk Louis Bonin	01-22-75	11.00
Alan Bost	10-21-74	11.00
David T. Bowers	10-01-74	11.00
Margaret A. Casart	09-30-74	22.00
Zeta Christenson	08-15-74	11.00
Dean W. Duncan	09-28-74	11.00
William R. Edwards	11-29-74	11.00
Anita B. Esguerra	09-28-74	33.00
John Sidney Evans, Jr.	10-31-74	11.00
Robin Rickey Fade	09-05-74	11.00
Lisa F. Frankel	09-30-74	11.00
Glenn J. Fitzpatrick	02-20-75	22.00
Christopher Gonzales	08-01-74	11.00
Peggy Hanson-	06-28-74	11.00
Diane L. Horn	06-30-74	11.00
Gregory R. Hobson	12-27-74	11.00
Carol A. Jackson	11-08-74	22.00
Michael Jaworski	11-01-74	11.00
Patricia K. Jeffery	09-04-74	11.00
Rebecca Jolly	02-27-75	11.00
Dean J..Jones	07-26-74	11.00
Thomas K.C. Kam	08-03-74	33.00
Yuk Kun Lau	06-27-74	22.00
Joseph Martin	01-03-75	11.00
Carole A. Miller	07-31-74	11.00
Ronald L. Miller	09-16-74	11.00
Joyce June Morrow	11-30-74	11.00
Michaelynn Myers	08-30-74	11.00
Nicolai K. Nagle	08-28-74	11.00
Leon Nelson	06-22-74	22.00
Robert M. Nickerson	01-05-75	11.00
Alexandra Noertershaeuser	06-28-74	11.00
Pat O'Donnell	12-02-74	11.00
Claud H. Palmer, Jr.	06-29-74	11.00
Nadine Parra	06-05-74	11.00
P.C. Patel	09-24-74	11.00
Lowell Pickett	07-06-74	11.00
Raymond S. Randall	10-23-74	11.00
Willie C. Rhodman	08-18-74	11.00
D. David Riley	11-00-74	88.00
Frances M. Rugee	09-16-74	22.00
Doris J. Schell	10-27-75	11.00
Milton Schuler	10-01-74	11.00
Paul Simon	05-21-74	22.00
Gwyn Stockton	07-30-74	11.00
Daniel T. Sutton	01-02-75	11.00
Annie L. Washington	09-16-74	22.00
Lois Whitaker	09-30-74	22.00
Julia A. Winston	08-28-74	11.00
Robert E.S. Yantorn	06-28-74	11.00
Alan J. Zaccardi	08-31-74	11.00
Barbara Zwald	06-05-74	11.00
	TOTAL	$ 858.00

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0329

WHEREAS, Motor Coach Line 92 was approved by PUC Resolution 74-0331 on September 10, 1974; and

WHEREAS, the routing originally approved for this line would utilize San Fernando Way, a narrow street, requiring removal of parking for safe operation; now, therefore, be it

RESOLVED, That this Commission authorizes the Municipal Railway to extend the western terminal of Line 92 as follows:

Westbound on Ocean to 19th, thence via 19th and Sloat to a new terminal on Junipero Serra, returning via Junipero Serra and eastbound on Ocean.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0240

WHEREAS, The Public Utilities Commission by Resolution 75-0186, adopted May 13, 1975, authorized the Municipal Railway to extend, as a summer demonstration project, service on its Route 32 Embarcadero from the existing terminal at Hyde and Beach Streets to the Marin County Headlands with a terminal at Fort Cronkhite via the following alignment:

Northbound: Regular route to Hyde, then Beach, Polk, Northpoint, Van Ness, Bay, Fort Mason (turnaround in parking lot), Franklin, Lombard, Letterman Drive, Lincoln, Halleck, Mason, Crissy Field Road, McDowell, Lincoln, Plaza Drive, Golden Gate Bridge (US 101), Alexander off-ramp, Bunker Road, Baker-Barry Tunnel, Bunker Road, Mitchel Road, Terminal, (Fort Cronkhite parking lot).

Southbound: Fort Cronkhite, Mitchel Road, Bunker Road, Baker-Barry Tunnel, Bunker Road, Alexander, US 101, Plaza Drive, Lincoln, McDowell, Crissy Field Road, Mason, Halleck, Lincoln, Letterman, Lombard, Franklin, Fort Mason (turnaround in parking lot), Bay, Van Ness, Northpoint, Polk, Beach to Hyde, then resume regular route; and

WHEREAS, The demonstration project will operate on weekends and holidays only, during the summer of 1975; and

WHEREAS, Additional time can be provided by the elimination of the turnaround in the Fort Mason parking lot and possible adverse impacts on the residential section of Franklin Street between Bay and Lombard can be precluded; now, therefore, be it

RESOLVED, That Resolution 75-0186 is amended to provide the alignment of the temporary Route 32 Embarcadero in the vicinity of Fort Mason as follows:

Northbound: Northpoint to Van Ness to Lombard

Southbound: Lombard to Van Ness to Northpoint

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0311

WHEREAS, Pursuant to Resolution No. 75-0188, adopted May 13, 1975, the San Francisco Public Utilities Commission authorized participation by the Municipal Railway in the annual Festival of American Folklife conducted in Washington, D.C., by the Smithsonian Institute; and

WHEREAS, Said participation will involve the display of a Municipal Railway cable car during the July 2 - July 6, 1975, period of the Festival; and

WHEREAS, The Smithsonian Institute has requested the further participation in the event of a Cable Car Division gripman with recognized bell-ringing skill and a shopman with significant experience with cable car operation; and

WHEREAS, Participation of these individuals can be accomplished at no expense to the City and without adverse effect on service to the cable car system; now, therefore, be it

RESOLVED, That the Public Utilities Commission hereby authorizes the General Manager of the Municipal Railway to arrange for participation by the aforesaid individuals in the Smithsonian's Festival during the required period of time.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0242

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, hereby approves compromise settlements, month of April,1975, total amount billed: $5,417.23; total compromise settlements: $2,976.55; and approves collections, month of April, 1975, in the amount of $7,110.91 for payment of damage claims which the Municipal Railway has against miscellaneous debtors, per list of May 7, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 17 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-[illegible]

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 73-0400, adopted October 23, 1973, payment of claims in amount of $45,737.27, made by the Municipal Railway, month of April, 1975, per Revolving Fund Payment Requests Nos. 7502, 75-2, 7525, 7543, 7550 and Request for Warrant Nos. 2614, 2615, 2619, 2625, 2632.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0214

WHEREAS, a judgment granting a peremptory writ of mandate was signed and a peremptory writ was issued requiring payment of certain sums to the Transport Workers Union Trust Fund; and

WHEREAS, the City Attorney has recommended against appeal of this action; and

WHEREAS, funds are not presently available for payment of this judgment, now, therefore, be it

RESOLVED, that this Commission, upon the recommendation of the City Attorney as provided in charter section 3.597, accepts the judgment entered in Superior Court Action No. 685-141; and be it further

RESOLVED, that this Commission declares, pursuant to charter section 2.301, that an emergency condition exists, to wit: Action required to comply with time limitations established by law; and be it further

RESOLVED, that this Commission requests the Mayor to recommend to the Board of Supervisors Municipal Railway emergency supplemental appropriation in the amount of $91,850 for payment of judgment obtained by the Transport Workers Union Trust Fund.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0245

WHEREAS, This Commission authorized by Resolution No. 65-0049 adopted on January 19, 1965 the issuance of a Revocable Land Use Permit to the City of Mountain View for recreational use in connection with Mountain View Recreation Center, Rengstorff and Crisanto Avenue in Mountain View; and

WHEREAS, Section of said Permit states that the City and County of San Francisco shall not be taxed or assessed for the subject permit area; and

WHEREAS, Said Public Utilities Resolution states "fee waived in consideration of a public agency"; and

WHEREAS, Upon discovery of the fact that the area under permit was being taxed by the County of Santa Clara, the City and County of San Francisco immediately billed Permittee on December 1, 1971 for 100% of taxes levied from 1966-1972 and thereafter for each additional accruing annual tax liability; and

WHEREAS, Subsequent to the initial billing, extensive efforts have been made to effect collection of the purported monies owed; and

WHEREAS, The Permittee contends that the intent of the wording contained in the Permit pertaining to taxes does not clearly establish Permittee's liability for reimbursement of all taxes; and

WHEREAS, Extensive negotiations with the Permittee have culminated with said Permittee offering a compromise settlement whereby he agrees, in view of the aforementioned, to pay the sum of $6,041.70; said sum being 50% of taxes levied against the permit area for the years 1966-1975; and

WHEREAS, Upon review of the merits of this case, the City Attorney of the City and County of San Francisco recommends said compromise offer be accepted; and

WHEREAS, Permittee further requests that, henceforth, he be responsible for reimbursement of 50% of taxes and assessments levied against the permit area in accordance with present Public Utilities Commission's policies;

NOW, THEREFORE, be it

RESOLVED, That this Commission hereby consents to and authorizes the acceptance of the sum of $6,041.70 from the City of Mountain View as settlement in full of said

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 10 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0205

Permittee's liability for payment of taxes for the tax years 1966-1975 inclusive under the Land Use Permit as mentioned hereinabove; and

BE IT FURTHER RESOLVED, That upon payment of the aforementioned sum of monies, the Commission consents to and authorizes the General Manager and Chief Engineer, San Francisco Water Department to reissue said Land Use Permit with Section 17 modified to read, "Permittee shall reimburse the City for fifty (50) percent of all taxes and assessments on the subject permit area".

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of _____

_____

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0222-MR 6-10-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlements					
Laurel Jackson	74 B 0573-1 $50,000.00	2-7	9-24-74	A	$ 2,250.00
State Farm Automobile Insurance Company as subrogee of insured Jacqueline Lowe	74 B 1684-13 $1,812.78	1-3	3-16-75	B	1,812.78
Thomas A. Sullivan, father and natural guardian of Thomas A. Sullivan Jr., a minor	74 C 0284-1 $5,000.00	9-6	1-3-75	A	3,595.00
Litigated Settlements - CA Office					
Joyce Blakely	72 B 0457-2 $20,000.00	2-7	9-1-72	A	2,300.00
Terry Dodd	70 C 0544-3 $100,000.00 (co-deft to pay $11,250.00)	18-3	6-15-71	A	3,750.00
Betty Glover	72 T 0184-1 $25,000.00	1-3	7-14-72	(A $1,700) (B $ 300)	2,000.00
Robin Hackett, now an adult	72 C 0415-2 $100,000.00 (co-deft to pay $6,250.00)	1-3	4-20-73	A	7,500.00
Letitia Hart	71 T 0422-4 $75,000.00 (co-deft to pay same)	6-3+	9-15-71	A	4,500.00
Evelyn A. Hipskind	72 B 2579-1 $50,000.00	2-7	6-13-73	A	4,000.00
Yuen Kam Inson	71 S 0868-1 $50,000.00 (co-defts to pay $4,000.00 total)	5-9	6-17-72	A	2,000.00
Sor Chun Lam	71 C 0213-1 $50,000.00	5-6	10-26-71	A	1,750.00
Jeanie Lee; and Soon Lee individually and as guardian ad litem of Edmond Lee, a minor	71 C 0232-4 $15,000.00	1-3	11-3-71	A	3,500.00

(continued)

75-0222-MR 6-10-75

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Jorge Alberto Martell	72 T 1186-2 $25,000.00	1-3	2-16-73	A	$ 5,750.00
Modessa Mitchell	72 B 0556-3 $100,000.00 (co-deft to pay $5,821.86)	6-3	9-15-72	A	5,500.00
Cynthia McDowell individually and as guardian ad litem of Dominique McDowell, a minor	72 B 0994-1 $100,000.00 (Cynthia)	2-7	11-8-72	(A $1,250)	
	72 B 0994-2 $100,000.00 (Dominique)	2-7	11-8-72	(A $ 750)	2,000.00
Nancy A. Plummer	71 C 0036-1 $100,000.00	1-6+	7-21-71	A	7,000.00
Anita Poli	72 T 0455-1 $10,000.00	2-7	10-2-72	A	3,000.00
Vera Spitaleri	73 B 0725-2 $65,000.00 (co-deft to pay $6,670.72, and City to waive hospital lien of $161.60)	6-3+	9-29-73	A	1,667.69
Thomas Tierno	72 S 0579-1 $500,000.00 (co-deft to pay same, and State to dismiss suit for MediCal bills)	12-1	1-26-73	A	1,900.00

Judgments

None

$ 65,775.47

Total settlements: 20

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of June 10, 1975.

Secretary and Assistant General Manager

THIS PRINT COVERS CALENDAR ITEM NO. Item. 9

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

75-0320

DEPARTMENT San Francisco Municipal Railway

BRIEF DESCRIPTION:

Realign portion of Route 32-Embarcadero extension to Fort Cronkhite.

EXPLANATION:

The Public Utilities Commission at its meeting of May 13, 1975, approved a temporary extension of Route 32-Embarcadero to Fort Cronkhite. The service will commence June 22, 1975. The routing of the subject extension encompassed a rather circuitous alignment in order to permit access to Fort Mason. The description of the affected route alignment is as follows:
Northbound--Northpoint, Van Ness, Bay, Fort Mason (turnaround in parking lot), Franklin, Lombard.
Southbound--Lombard, Franklin, Fort Mason (turnaround in parking lot), Bay, Van Ness, Northpoint.

It is felt that by eliminating the turnaround via the Fort Mason parking lot, and allowing a stop at Van Ness and Bay, additional time can be provided without sacrificing convenient access to the Fort Mason entrance.

It is also felt that possible adverse impacts on the residential section of Franklin Street between Bay and Lombard would be precluded by routing the coaches via Van Ness Avenue.

It is therefore recommended that the routing of the subject extension in the vicinity of Fort Mason be as follows:
Northbound--Northpoint, Van Ness, Lombard.
Southbound--Lombard, Van Ness, North Point.

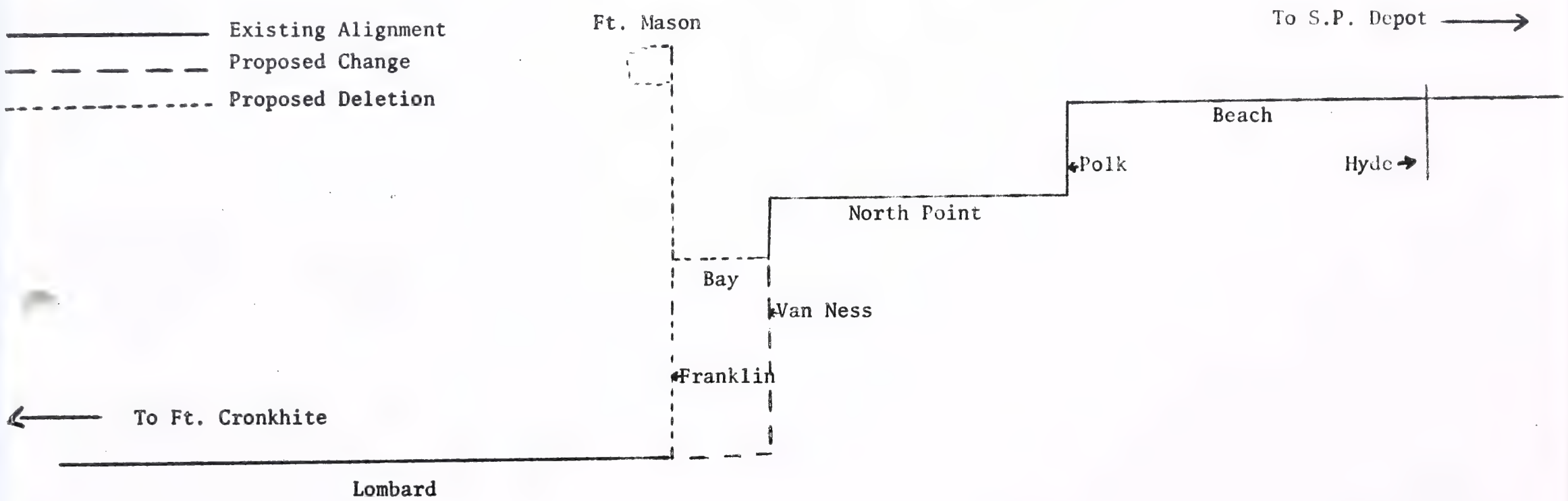
ENCLOSURES: (List numerically and by title)

1. P.U.C. Resolution.
2. Route Map.

APPROVALS:		DATE
Curtis E. Green	Department Head	5-29-75
[illegible]	Secretary, PUC	JUN 4 1975
[illegible]	Asst. GM (Fin.)	JUN 4 1975
John R. Crowley	General Manager	JUN 5 - 1975

ASSIGNED PUC CALENDAR DATE JUN 10 1975

Route 32--Ft. Cronkhite Extension Route Change



BUREAU OF TRANSPORTATION

MAY 27, 1975

Scale: None

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No._____

WHEREAS, The Public Utilities Commission by Resolution 75-0186, adopted May 13, 1975, authorized the Municipal Railway to extend, as a summer demonstration project, service on its Route 32 Embarcadero from the existing terminal at Hyde and Beach Streets to the Marin County Headlands with a terminal at Fort Cronkhite via the following alignment:

Northbound: Regular route to Hyde, then Beach, Polk, Northpoint, Van Ness, Bay, Fort Mason (turnaround in parking lot), Franklin, Lombard, Letterman Drive, Lincoln, Halleck, Mason, Crissy Field Road, McDowell, Lincoln, Plaza Drive, Golden Gate Bridge (US 101), Alexander off-ramp, Bunker Road, Baker-Barry Tunnel, Bunker Road, Mitchel Road, Terminal, (Fort Cronkhite parking lot).

Southbound: Fort Cronkhite, Mitchel Road, Bunker Road, Baker-Barry Tunnel, Bunker Road, Alexander, US 101, Plaza Drive, Lincoln, McDowell, Crissy Field Road, Mason, Halleck, Lincoln, Letterman, Lombard, Franklin, Fort Mason (turnaround in parking lot), Bay, Van Ness, Northpoint, Polk, Beach to Hyde, then resume regular route; and

WHEREAS, The demonstration project will operate on weekends and holidays only, during the summer of 1975; and

WHEREAS, Additional time can be provided by the elimination of the turnaround in the Fort Mason parking lot and possible adverse impacts on the residential section of Franklin Street between Bay and Lombard can be precluded; now, therefore, be it

RESOLVED, That Resolution 75-0186 is amended to provide the alignment of the temporary Route 32 Embarcadero in the vicinity of Fort Mason as follows:

Northbound: Northpoint to Van Ness to Lombard

Southbound: Lombard to Van Ness to Northpoint

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of _____ _____

_____

Secretary, Public Utilities Commission

6/10

H E T C H H E T C H Y W A T E R A N D P O W E R

MEMORANDUM

DATE: June 5, 1975

TO: JOHN D. CROWLEY
General Manager

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

Highlights

Due to a cold spring, the annual runoff commenced late this year, not starting until mid-May. Although reservoir storage at this time is only 66% of last year's storage, conditions for both water and power generation must be considered as excellent because of the above-average winter snow pack.

Hetch Hetchy Reservoir is assured of spilling; and releases are being increased to provide for maximum power generation at Kirkwood Powerhouse, stablized stream flow for fishing in the Tuolumne River and minimum spill at O'Shaughnessy. Lake Eleanor is completely filled and is now spilling. Lake Lloyd is also expected to fill and the power draft for Holm Powerhouse has been increased in order to obtain the most benefits from the impounded water and the remaining snow pack. Don Pedro Reservoir, although higher than last year at this time, probably will not completely fill this year, because of higher than average releases by the Modesto and Turlock Irrigation Districts.

HETCH HETCHY OPERATIONS

Storage Conditions

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on June 1, 1975	Per Cent of Capacity	Storage in Acre Feet on June 1, 1974	Per Cent of Capacity
Hetch Hetchy	360,400	228,820	63	322,440	89
Lake Lloyd	268,800	175,428	65	238,708	88
Lake Eleanor	27,100	26,920	99	24,751	91
	656,300	431,168	76	585,899	89

Water Regulation and Transmission

In compliance with the request of the San Francisco Water Department, the average daily aqueduct delivery of water to the Water Department was increased from approximately 160 to 240 mgd on May 15, 1975.

Power Production

During the month of May, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 46.410, 89.238 and 55.792 million kilowatthours respectively for a total of 191.440 million kilowatthours, having a value in excess of $1,620,000.

HETCH HETCHY ENGINEERING

HH-443 Moccasin Dam Spillway. Plans and specifications have been completed and are being processed towards advertisement in June 1975.

HH-477 Moccasin Penstock Valve House. Plans and specifications are being reviewed and checked.

HH-494 Replace, Repair and Paint Steel Trolley Poles. Contract plans and specifications are completed. A cooperative pole painting contract with PG&E is under negotiation.

HH-497 Church Street from 22nd to 30th Street - Underground Duct System. Design work and plan preparation is in progress.

HH-503 Taraval Street, 20th to 46th Avenue - Underground Duct System. Final plans and specification preparation delayed pending decision on location of Taraval Substation.

HH-504 Moccasin Regulating Reservoir, Deepen. Studies of detailed requirements and criteria being made. Alternate methods are under study.

HH-507 Cherry Road, Resurface, Intake to Upper Granite Creek. Contract plans and specifications are being prepared.

HH-511 San Joaquin Pipeline No. 2, Repair Lining. Research into repair materials and methods is being conducted.

HH-518 Tesla Portal, Furnish and Install Overflow Shaft Extension. Contract advertised for bid on April 25 and 26, 1975. Bid opening date extended two weeks.

HH-523 Judah St., 20th to 40th Avenue - Underground Duct System. Further design work and plan preparation progress is contingent on coordinations with D.P.W.'s future street work plans.

HH-525 Sutter St., Presidio Ave. to Leavenworth St. - Underground Duct System. Design work and plan preparation is in progress.

HH-527 Haight St., Fillmore St., Church St. and Others - Underground Duct Systems. Design work and plan preparation is in progress.

Project Engineering

Design calculation and drawing preparations were performed for ladder and platform installation in old Moccasin powerhouse.

POWER IMPROVEMENT PROGRAM

Electrification Project

The consultant, PBGH, continue work on contract plans and specifications. Bids were received on May 15, 1975 for Contract HH-521, Market Street Subway Electrification, Embarcadero Station to Duboce Portal. The contract was awarded, subject to UMTA approval, on May 27, 1975 to Amelco Electric who submitted the low bid of $1,077,000.

Final contract documents for the electrification portion of Contract MR-622, Twin Peaks Tunnel Electrification, Structural Repairs and Improvements, were transmitted to TIP. The contract was advertised on May 31, 1975. Bids are scheduled to be received on July 9, 1975.

Substation Project

The consultant, Bechtel, continued work on contract plans and specifications. Hetch Hetchy staff completed review of plans and specifications at the 85% level for Contract HH-522, Downtown Civic Center and Church Substations - Installation

of Electrical Equipment. Comments were transmitted to the consultant for incorporation into the final contract documents which are scheduled to be submitted early in June.

Amendment No. 2 to the existing professional services agreement was negotiated with the consultant. The amendment, which provides for additional professional services not covered under the agreement or amendment No. 1 to the Agreement, was approved by the PUC on May 27, 1975 and was forwarded to UMTA for approval.

The design for the Carl Substation building received Phase III (final) approval by the San Francisco Art Commission.

The Laguna Honda and Judah Substation buildings were reviewed by the Civic Design Committee of the Art Commission for Phase III approval and are on the agenda for the Art Commission meeting June 2, 1975.

Approval for use of either of the two alternative Taraval substation sites was received from UMTA, the Parkside District Improvement Club, and the Parkside-Taraval Merchants Association Inc.

A coordination meeting was held with City Real Estate Department to review the status of acquisition of Randolph, Fillmore and Taraval Substation sites. A work order was issued to provide additional funds to Real Estate Department to cover anticipated cost of their services.

Control and Communication Project

The consultant, Systems Control, Inc. submitted the preliminary report required under the contract. The report is currently being reviewed by Hetch Hetchy staff.

Feeder Undergrounding

Work continued on the plans for duct lines for feeder undergrounding. (See Hetch Hetchy Engineering Section).

Overhead Modifications

Work continued on the preparation of plans and specifications for Contract HH-517 for trolley pole replacement, overhead trolley wire reconstruction and feeder undergrounding on Junipero Serra Boulevard from St. Francis Circle to Ocean Avenue. This work will follow the track reconstruction, Contract MR-595R, and will include street lighting work. The scope of this contract has been expanded to include underground cable installation on Ocean Avenue and West Portal Avenue.

Contract MR-621 for Additional Storage Tracks - Upper San Jose Avenue Yard, which includes trolley overhead work, was advertised by TIP on May 22, 1975. Bids are scheduled to be received on June 12, 1975.

Work continued on the preparation of plans and specifications for trolley overhead work and underground duct lines to be included in Contract MR-620, "K" Line, Ocean Avenue at Route 280 Overpass, Track Reconstruction and Power Facilities.

Transit Power Engineering

Work continued on the preparation of plans and specifications for the relocation of overhead facilities on Mission Street, Beale to So. Van Ness, and 4th Street, Market to Townsend, in implementation of the "Transit First" program.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-443	Moccasin Dam Spillway	$				Contract plans and specifications have been sent to PUC for bid authority.
HH-483	Moccasin & Tesla Portal Bldgs. - Exterior Painting & Roof Preservative	33,190	40	91	95	The contractor continues to paint Cottages as required.
HH-484	O'Shaughnessy Dam - Replace Interior Lighting System	45,000	5	100	100	All work under this Contract was complete as of May 6, 1975. Final papers are being processed.
HH-491	Fillmore Street - Pine to Hayes - Underground Power Facilities	737,618	20	50	73	Contractor has completed all duct banks and is now installing steel riser conduit.
HH-498	West Portal Ave. & Taraval St. St. Francis Cr. to 20th Ave.-Underground Duct System	229,585	35	70	31	Duct bank on Ulloa St. and 14th Ave. has been completed. Contractor is working on Taraval St.
HH-499R	Moccasin & Early Intake Re-Roof Cottages	30,178	84	85	34	The Contractor continues placing shingles as required.
HH-501	Moccasin Bldgs. Repair & Weatherproof	14,366	13	100	100	All work under this contract is complete and final papers are being prepared.
HH-502	Ocean Ave. Junipero Serra Blvd. to Harold Ave. Underground Duct System	196,148	25	30	81	Continuing with duct bank construction. Installation of manholes has been completed

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-510	Sandblast & Paint Spillway Drum Gates & Operating Cylinders & Piping for Slide Gates, O'Shaughnessy Dam	$				Bids were opened on May 15, 1975. All bids were rejected by the PUC on May 27, 1975 because the low bid was too high and authority to re-bid was granted.
HH-512	San Joaquin River Valve House - Repair & Piping	7,229	0	0	42	No jobsite progress this period.
HH-513	Holm Powerhouse Penstock Painting	33,400	69	69	19	The contractor is removing slide material and painting penstock pipe as required.
HH-515 (Inf.)	Moccasin Shop & Warehouses Replace Windows					Bids were opened on May 29, 1975. Seasonal Glass Products was low bidder at $4,877. Three bids received.
HH-518	Tesla Portal, Overflow Shaft Extension					Bid opening scheduled for May 27, 1975 has been postponed until June 10, 1975.
HH-519	19th Ave. Randolph & Broad St. -Underground Duct System	179,780	5	5	12	Work started on May 14, 1975. Contractor is installing manholes.
HH-520	Haight St.-Stanyan St. to Central Ave. Painting Steel Trolley Poles	4,248	100	100		All work was completed on May 20, 1975. Contractor notified to submit guarantee bond.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1975

Contract No.	Title	Contract Amount	% Completed This Month	% Completed To Date	% Time Elapsed	Remarks
HH-521	Market St. Subway Electrification, Embarcadero Station to Duboce Portal	$				Bids were opened on May 15 1975 and awarded to Amelco Electric on May 27, 1975 in amount of $1,077,000. Five bids received.
MR-595R	Junipero Serra Blvd. Track Reconstruction	68,640	0	95	100	Contractor is attempting to clear one conduit run. All other work has been completed.
DPW 23,506	Judah Street 4th Ave. to 20th Ave.	352,017	3	93	100	Completed erection of trolley poles. The feeder system on Judah Street from 10th to 20th was transferred from overhead to underground on May 23, 1975. City's Line Dept. is removing the old overhead cables.

HETCH HETCHY WATER AND POWER

STATUS OF CONSTRUCTION CONTRACTS

May 1975

Contract No.	Title	% Completed This Month	% Completed To Date	Remarks
MARKET STREET BEAUTIFICATION CONTRACTS THAT REQUIRED RELOCATION OF TRANSIT POWER FACILITIES				
2	Front to Fifth	0	90	Routine maintenance.
3	Eighth to McCoppin	19	80	Completed steel poles at 8th & Market.
	United Nations Plaza, Phase I	14	15	Replacement of the wood poles and the transfer of wires on Market Street have been completed. Contractor is installing manhole in Fulton Street.
BARTD CONTRACTS THAT REQUIRE RELOCATION OF MUNI OVERHEAD LINES				
1S0032	Church Street Station	2	90	Routine maintenance.
1S0033	Castro Street Station	0	90	Routine maintenance.
1S3051	Embarcadero Mezzanine	1	88	Contractor relocated feeder cables for overhead facilities on Market Street into new conduit runs under the sidewalk.

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Joseph L. Alioto, Mayor

Room 282, City Hall

2:30 p.m.

June 24, 1975

COMMISSIONERS

H. Welton Flynn, President

Joseph P. Byrne, Vice President

Joseph J. Diviny

Henry E. Berman

Dennis V. Carey

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Safety

Transportation

John D. Crowley

GENERAL MANAGER OF PUBLIC UTILITIES

Thomas G. Flynn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

75-124

Call to Order: 2:32 p.m.

Present: Commissioners H. Welton Flynn, Joseph P. Byrne, Joseph J. Diviny, Henry E. Berman, Dennis V. Carey

The minutes of the regular meeting of the Commission held June 10, 1975 were approved.

RESOLUTION NO.

On motion of Byrne, seconded by Diviny, the following resolution was adopted:

75-0246 H

Public Hearing - proposed application with U. S. Department of Transportation for grant under Urban Mass Transportation Assistance Act of 1964 as amended for financial assistance for Municipal Railway operational support 1974-75 and 1975-76.

and

Public Hearing - proposed claim for transit aid funds available under Constitution of the State of California to provide the local share for projects included in the Municipal Railway Transit and System Improvement Programs

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Carey, the following resolution was adopted:

75-0247 H

Award of HH Contract No. 518 - Tesla Portal overflow shaft extension - Dalzel Corporation of Emeryville

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Carey, the following resolution was adopted:

75-0248 H

Award of BLHP Contract No. 191 - maintenance and repair of City-owned street lighting system 1975-1976 - Lease-lite Corporation, San Francisco

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Byrne, seconded by Carey, the following resolution was adopted:

75-0249 H

Approving collection of Bureau of Light, Heat and Power damage claims - Month of May 1975 and abandonment of accounts - Bureau of Delinquent Revenue.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0250 H

Approving amendment to PIP agreement PBQ&D, Inc. and Gibbs & Hill, Inc., a Joint Venture increasing from $530,000 to $603,131, the design fee for electrification of Market Street Subway, modifications to existing rail vehicle trolley system, tunnel feeders, and related work.

Vote: Ayes-Flynn, Diviny, Berman, Carey
No- Byrne

On motion of Byrne, seconded by Carey, the following resolution was adopted:

75-0251 H

Completion of HH Contract No. 484 - replacing O'Shughnessy Dam interior lighting system and authorizing final payment - City Appliance and Electric Company, contractor

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0252 W

Bid Call WD Contract No. 1672 - laying of 6-inch and 8-inch ductile iron pipe in Lafayette and Main Streets

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0253 W

Bid Call - WD Contract No. 1618 - construction of fences on Water Department properties in San Mateo County.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0254 W

Bid Call - WD Contract No. 1683 - excavation and repaving for water service trenches - required for approximately 417 service renewals in four separate areas, southeastern section of City.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0255 W

Award of WD Contract No. 1659 - amount $63,773.00 Laying of 8-inch ductile iron main in Stevenson Street between 3rd and 4th Streets - Dalton Construction of Foster City.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0256 W Award of WD Contract No. 1654 - amount $79,479.00 16-inch ductile iron main installation in Scott Street between Pacific Avenue and Filbert Street-McGuire and Hester of Oakland

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0257 W Award of WD Contract No. 1663 - Amount $19,000.00 for installation of a bypass connection between existing piping in Central Pump Station and the Sutro Force main - McCrary Construction Company of Foster City.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0258 W Completion of WD Contract No. 1668 - 16-inch and 12-inch feeder main extension - 17th Street Rhode Island to Hampshire, and Harold Avenue, Ocean to Bruce Avenue - credit modification $2,058.30 - and Final Payment - Dalton Construction Company

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0259 W Completion of WD Contract No. 1636 - cement mortar lining 16-inch, 20-inch, 22-inch, and 24-inch water mains in Battery, Sansome, Scott and other streets - authorizing deduction as liquidated damages - Raymond International Inc., Centriline Department, contractor - approving execution of agreement of non-prejudice regarding work under dispute.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0260 W Approving extension of term an additional 5 years to March 31, 1980 of Right-of-Way Lease with Earl Wilms, Martin Wilms, May Domars, dba El Rancho Motel, Millbrae - amending lease

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0262 M Approving $89,682.58 credit modification - Contract MR 612 with AM General Corporation, contractor - 100 transit type diesel coaches.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0263 M Completion of Contract MR. 713 - repairs and rebabbitting Washington-Mason Cable Carbarn 750 HP Power Reduction Unit - approving excess modification of $95.00 - D. W. Nicholson Corporation, contractor - Authorizing final payment

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0264 M Completion of Contract MR 704 - new trolley bus washer at Presidio Bus Yard - Authorizing final payment - McKusick, Pool, Marsh, Incorporated (M.P.H., Inc.), contractor

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Carey, seconded by Berman, the following resolution was adopted:

75-0265 M Completion of Contract MR 708 - new trolley bus washer at Potrero Bus Yard - authorizing final payment - Wiegand Engineering Corporation, contractor

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0266 M Authorizing execution of professional services contract - Foster Engineering, Inc. of San Francisco - design of the extension of Muni track level through vent shafter at Embarcadero Station Fee not to exceed $14,797 - authorizing acceptance of work order from Redevelopment Agency

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0267 M

Approving traveling expense vouchers for three Municipal Railway employees to Mishawaka, Indiana for purpose of bus production inspection.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0268 M

Approving traveling expense voucher for Deputy City Attorney to Colorado, New York, and New Jersey, for purpose of taking depositions in cases involving City.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0269 M

Approving supplemental appropriation - $13,018 - provide funds for compensation adjustment of one position 7234 Transportation Equipment Shop Supervisor - Municipal Railway

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0270 M

Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors - $10,941.55 - Month of May 1975 - approving write-off of uncollectible accounts receivable - Month of May 1975 - Amount $125

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0271 GO

Commending Mr. George Rhodes- San Francisco Examiner - on occasion of his retirement

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0272 GO

Commending Mr. Lilburn Brynard Delaney on his retirement as an S-102 Motorman of the Municipal Railway and for his service as a member and officer of Local 250A, Transport Workers Union of America.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0273 H

Approving the execution of "Amendment Agreement between City and County of San Francisco and Pacific Gas and Electric Company for Disposal of Hetch Hetchy Power"

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0274 H

Declaration of $1,000,000 Hetch Hetchy Water and Power surplus for fiscal 1975-76

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0275 M

Awarding Vending Machine Agreement for fiscal year ending June 30, 1976 - Freeco Vending Service Inc.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Carey, the following resolution was adopted:

75-0276 M

Accepting City Attorney's recommendation to forego further appeal procedures regarding a dismissed Municipal Railway employee reinstated by court and approving supplemental appropriation for back salary and related compensation.

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

On motion of Berman, seconded by Byrne, the following resolution was adopted:

75-0246-MR

Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway in total amount $684,116.85

Vote: Ayes-Flynn, Byrne, Diviny, Berman, Carey

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Special Order of Business - 2:30 p.m.

PUBLIC HEARING

1) Proposed application with the U.S. Department of Transportation for a grant under Section 5, of Urban Mass Transportation Assistance Act of 1964, as amended by the National Mass Transportation Assistance Act of 1974, for financial assistance for Municipal Railway operational support 1974-75 and 1975-76.

2) Proposed claim for transit aid funds available under Article XXVI of the Constitution of the State of California (Proposition 5), 1974-75 and 1975-76. These funds which are derived from State gasoline taxes will provide the local share for projects included in the Municipal Railway Transit and System Improvement Programs, (UMTA Projects Nos. CA-03-0043 and CA-03-0078).

Commission President H. Welton Flynn opened the hearing and stated that an official transcript of the proceedings would be made in conformance with federal Department of Transportation requirements.

In keeping with capital grant application procedures and requirements set forth by the DOT directive, Commission Secretary Thomas G. Flynn announced extensive efforts were made by staff to publicize the meeting. Hearing notification was advertised in the official and minority newspaper publications, and notices mailed to neighborhood merchants associations, civic and improvement organizations, and area clubs. Labor unions were notified individually.

John W. Madden, Municipal Railway Chief Accountant, presented an outline of the four applications for grant assistance by the Municipal Railway.

Mr. Madden noted that recently enacted legislation enables the Municipal Railway to apply for and use new sources of funds for both operations and capital improvements.

The grants request operating assistance from the National Mass Transportation Assistance Act (NMTA) for the fiscal year 1974-75 and 1975-76 and capital assistance in the form of local matching funds for capital projects already approved under Muni's Transit Improvement Program (T.I.P.) or System Improvement Program (S.I.P.).

Muni operating and capital budgets are adopted after a process of evaluation and review which includes public hearings by the Public Utilities Commission, the Mayor, and the Board of Supervisors. In the case of operating assistance under the NMTA Act, federal funds are available to aid Muni in funding its operating deficit. Without this aid, additional funds to meet deficits would have to come from increased ad valorem taxes or service curtailment. Should Muni applications be approved, this aid would approximate $3,652,000 for 1974-75. While maximum potential eligibility for 1975-76 is almost $9.7 million, total funds available to the San Francisco bay region will probably not be sufficient to meet the total needs of all qualified transit operators; and the actual amount received will be somewhat less than the maximum eligibility. Muni intends to aggressively pursue and acquire the maximum assistance possible.

The NMTA Act allowed federal funds to be used for operating purposes for the first time. In 1974-75 the Constitution of the State of

California was amended to allow diversion of State gasoline taxes to eligible urban mass transit capital projects. These funds may be used as local matching effort toward federal capital grant projects to enable completion of needed capital improvements for the Muni without the need to increase local ad valorem taxes.

Mr. Madden noted that coordination among the California State Department of Transportation (CALTRANS), the Metropolitan Transportation Commission (M.T.C.), the San Francisco Department of Public Works (D.P.W.), the San Francisco Planning Commission, and the Municipal Railway is a requisite for diversion of these so-called "Article 26" funds. Preliminary discussions have been held and are continuing.

The Board of Supervisors desires that the Municipal Railway be accorded high priority for approval and funding of projects eligible under "Article 26" as expressed by their resolution 253-75.

However, Mr. Madden said, the State statute did not provide new or additional funding but allowed only a trade-off of approved highway projects for like amount in mass transportation projects. State aid requested for eligible mass transit projects which have been approved after public hearings by the Public Utilities Commission and Board of Supervisors is approximately $130,000 for 1974-75. This aid will become available by diverting funds from a project for resurfacing of 19th Avenue from the San Mateo County line to Sloat Blvd. It was agreed by Caltrans, M.T.C. and D.P.W. that delay of this project would not significantly affect traffic flow or safety on this route. Funds diverted will be used to partially provide the local matching monies for reconstruction and improvements to the N-JUDAH line from 19th Avenue westerly.

Agreement on specific projects in 1975-76 which may be diverted for transit purposes has not been reached. The proposed projects listed in the claim application represent staff proposals in priority order. Should some of these projects not be divertable because of safety or other considerations, the amount of the claim would be reduced accordingly.

Commissioner Carey asked that the fourth page of the NMTA applications, 1st paragraph, stating that "These capital programs will provide the citizens of San Francisco with almost a completely new and certainly a vastly improved local transportation system, be amended to read 'citizens of San Francisco <u>and the bay area</u>'" (words underscored added). He felt it important to point out that while the census of San Francisco is 685,000 population, the City has a working, marketing, and touring population of over 1.4 million persons per day who utilize the public facilities.

The meeting was opened for statements from the audience. There were no statements in opposition to the proposed applications.

Ms. Dosh Worth of #400, 593 Market Street, representing Women in Apprenticeship Program (WAP), spoke on the subject of recruitment and hiring of women in the implementation of this money for these projects.

Commissioner Flynn stated that all contracts let by the City and County of San Francisco are subject to standard non-discrimination employment provisions and the PUC has a full-time Employment Contract Compliance Officer, Geroge L. Newkirk. Commissioner Flynn

suggested that Mr. Newkirk would be available to outline affirmative action steps taken by Muni and the PUC in this regard.

Thereupon the Commission unanimously approved the transit aid grant applications, and authorized the General Manager of Public Utilities to execute required documents to secure the funds for the benefit and use by the San Francisco Municipal Railway.

A complete transcript of the public hearing is on file with the Secretary in the offices of the Public Utilities Commission.

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Resolution No. 75-0250--Approving amendment to Power Improvement Program professional services agreement with P.B.&D., Inc. and Gibbs & Hill, Inc., a joint venture, increasing total payment from $530,000 to $603,131 to provide for additional professional services in the design of electrification facilities of Muni Railway.

O. L. Moore, Hetch Hetchy Water & Power General Manager, explained that this additional work is due to a change in City's requirements concerning the location of overhead trolley support poles from the original centerline locations to sidewalk areas along West Portal Avenue between Ulloa and St. Francis Circle. The contract drawings were 80 percent completed using center poles, when track relocation decision was made by the Transit Improvement Project Committee (composed of members of D.P.W., Muni, City Planning, Police and Hetch Hetchy) which resulted in relocation of poles to sidewalk areas. The sidewalk poles have been approved by the West Portal merchants, the Mayor's Advisory Committee, and the Transit Task Force.

Commissioner Berman pointed out the importance of the community reaching agreement as to an acceptable plan before the consultants engage in the design work, thus preventing costly changes in redesign work. Commissioner Flynn asked that staff stress this as much as possible in its discussions with the agencies involved.

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The amendment to the contract was approved on roll call. Commissioner Byrne voted "no" on this item.

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MR Calendar Item #5, proposed professional services contract with Fay Associates of Lexington, Massachusetts for the design of a completed fare collection system for the new Muni Metro Subway, was taken off calendar for further information.

George Warfel, registered professional engineer (EE457) raised the question whether the company had a fully-qualified engineer licensed in the State of California on its staff. The Commission directed staff to make this determination and report back.

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At Commissioner Flynn's request, Mr. Madden gave a brief report on the status of the Municipal Railway claims account, fiscal year 1974-1975. Of the total $3.1 million budgeted, the Board of Supervisors approved $2.8 million, and subsequently approved a Supplemental Appropriation of $700,000 in March of this year. There is presently a balance of $3,500 which will be spent by the end of June 30, through revolving fund payments. However, there will not be a large backlog of cases to carry into next fiscal year, as had been the case in the past.

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Resolution No. 75-0273--Approving Amendment Agreement between City and the Pacific Gas and Electric Company for the disposal of Hetch Hetchy power, effective August 1, 1975, and terminating June 30, 1985.

Mr. Moore explained that the agreement dated March 14, 1945 between City and PG&E, known as the "Main Contract", and subsequent amendments which provide among other things for the wheeling of Hetch Hetchy power to City's Municipal customers, will expire July 31, 1975.

The parties to the agreement desire to extend the contract for another 10-year period and to modify the terms and conditions in keeping with system changes and current cost of service.

Negotiations were lengthy, participated in by Deputy City Attorney McMorris M. Dow and Rate Engineer Robert Laughhead, the Commission appointed consultant Roy H. Wehe, and Theodore Chung, HH Senior Electrical Engineer.

Mr. Moore stated that under the proposed new agreement with PG&E the transporting of HH energy from the terminus of the City's system at Newark to the delivery point of Muni loads in San Francisco will result in savings. At the time the Department budget was prepared, PG&E was estimating a $1 million increase in transporting charges for fiscal year 1975-76. As result of negotiation, the new wheeling rates and reduction of transmission loss will result in net savings to City of approximately $300,000 annually.

He also stated that while both Turlock and Modesto Irrigation Districts are not party to this agreement, the agreement does affect both Districts by reason of the supplementary power agreement through which PG&E sells power to City for resale to the Districts. A meeting was held on June 13 with PG&E and representatives of TID and MID so as to explain the rates, and the contract was reviewed as to other aspects. An additional meeting with the company and the two districts was held on June 17.

Mr. Moore said that the Districts expressed dissatisfaction with the supplementary power and energy rate as originally written. To resolve the impasse and to permit the City to go ahead with the contract to avoid any potential loss to San Francisco, PG&E offered to delay putting its supplementary power and energy rates into effect until November 1 and offered to provide a letter to the Districts to that effect.

"June 20, 1975

"Warren Gant, Esq.
1012 "I" Street
Modesto, California 95352

Re: Hetch Hetchy Agreement

Dear Warren:

This will confirm certain discussions in the meeting on June 17 and subsequent telephone conversations regarding the Amendment to the Agreement for disposal of Hetch Hetchy Power between the City and County of San Francisco and PG&E. As discussed, it is PG& E's intention to defer the effective date of the support charge component in the supplemental rate (Paragraph 8.3) and the billing demand ratchet feature of Paragraph 8.7 until November 1, 1975. Additionally, at such time as the ratchet feature may become effective, it would be applied prospectively from such effective date. Demands prior to that date would not be used.

PG&E will request that the Federal Power Commission (FPC) approve the foregoing components of the supplemental rate effective November 1, 1975, subject to refund and to any parties right to object. Prior to such time, however, the parties will cooperate in efforts to reach agreement regarding these provisions. If such agreement is reached, PG&E will amend its FPC filing accordingly.

It is PG&E's understanding and desire that the rights of Modesto Irrigation District and Turlock Irrigation District to a hearing before the FPC and such relief as may result therefrom be fully preserved.

Thank you very much for your courtesy and cooperation.

Very truly yours,

DONALD L. FREITAS
Attorney for PG&E"

Mr. Moore said that neither of the Districts stand to lose anything by this contract until such time as they have had opportunity to engage in further discussion with PG&E and to negotiate. On the other hand, delay of Commission approval of this contract can subject the City to higher wheeling charges of $25,000 per month. Therefore, he urged approval, subject to assurance by PG&E that they will meet and confer in good faith with both Turlock and Modesto Irrigation Districts as regards the supplementary power and energy clauses.

Mr. Leroy Louchart, General Manager, Turlock Irrigation District, accompanied by Norman Boberg, District electrical engineer, Ernest Geddes, TIP Counsel, and consultants Robert Philip and Howard King, requested the Commission to defer adoption of the agreement. They asked for time to allow them to evaluate the agreement and develop wording which would overcome their objections at this point to the

language of the section pertaining to support charges, paragraph 8.3.

Discussion between the Commission and Mr. Louchart and Counsel Geddes followed.

John S. Cooper, Manager, Commercial Department of PG&E, executor of the agreement on behalf of PG&E, reiterated the statements contained in Mr. Freitas' letter of June 20, 1975, regarding PG&E's willingness to cooperate in efforts to reach agreement in negotiations with the Districts. He said PG&E regards the letter as good as a binding contract, and it should be treated as such.

Action on this item was set aside to allow Mr. Moore, the TID group and Mr. Cooper of PG&E time to confer, while the Commission resumed its regular calendar. At the conclusion of the regular calendar, the item was taken up again.

Mr. Moore reported that the positions of the parties concerned was unchanged. Mr. Cooper could not agree to any modification without conferring with his principals.

Mr. Moore pointed out that the resale provisions of the contract are purely an accommodation to the Districts--that the City has nothing to profit by this sale other than the accommodation to the Districts. However, any delay would penalize the City.

On motion of Commissioner Berman, seconded by Commissioner Carey, the Commission approved Mr. Moore's recommendation and accepted the contract. (Resolution No. 75-0273.)

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Following this action, the Commission then adopted Resolution No. 75-0274, declaring that current estimates and calculations indicate generation of an additional $1,000,000 during 1975-76 from operations of the HH System resulting in an availability of these funds for transfer to the General Fund at the end of the fiscal year 1975-76.

This amount declared to be surplus, in addition to the support previously supplied to the municipal government by Hetch Hetchy through the Commission in fiscal 1975-76, results in the following effort:

Support of Municipal Railway	$4.7 million
Discounted power to Muni Depts.	4.6 million
Previously declared HH surplus	2.05 million
This action	1.0 million
Total	$12.35 million

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Communications:

None

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Roll Call

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

Thomas G. Flynn
Secretary and Assistant
General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0216

WHEREAS, the Municipal Railway is a qualified applicant for National Mass Transportation Assistance Act operating aid and also for State capital projects assistance under provisions of Article XXVI of the State Constitution; and

WHEREAS, This Commission authorized the General Manager of Public Utilities to take appropriate actions to secure available Transit Aid Funds, and

WHEREAS, the San Francisco Board of Supervisors by Resolutions 251-75 and 253-75 authorized the General Manager of Public Utilities to execute the necessary documents to acquire Transit Aid Funds for the use and benefit of the Municipal Railway and

WHEREAS, said Board of Supervisors expressed its desire that the Municipal Railway be accorded a high priority for approval and funding of eligible projects; and

WHEREAS, Public hearings having been held on Transit Aid Projects generally described as:

a) National Mass Transportation Assistance Act Operating Assistance 1974-75

b) National Mass Transportation Assistance Act Operating Assistance 1975-76

c) Article XXVI Transit Aid 1974-75

d) Article XXVI Transit Aid 1975-76

now, therefore, be it

RESOLVED, that this Commission approves the aforementioned Transit Aid grant Applications, and be it further

RESOLVED, that the General Manager of Public Utilities is authorized to execute required documents and take such other actions as may be necessary and prudent to secure Transit Aid Funds for the benefit and use by the San Francisco Municipal Railway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0212

RESOLVED, That this Commission hereby awards to Dalzell Corporation, P. O. Box 8284, Emeryville, California, as the lowest regular and responsible bidder, Hetch Hetchy Contract No. 518, Tesla Portal, Overflow Shaft Extension, in the amount of $25,400, and rejects all other bids for this work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0218

RESOLVED, That this Commission hereby awards to Lease-Lite Corporation, of 236 - 8th Street, San Francisco, California, as the lowest regular and responsible bidder, Bureau of Light, Heat and Power Contract No. 191, Maintenance and Repair of City-owned Street Lighting System, Fiscal Year 1975-76, in the amount of $108,704.32; and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0249

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Water and Power and the City Attorney, hereby approves collections of damage claims which the Department has against miscellaneous debtors for the month of May, 1975.

Bureau of Light, Heat and Power	$1,217.09
Bureau of Delinquent Revenue	839.04

AND BE IT FURTHER RESOLVED, That this Commission hereby approves the abandonment under Bureau of Delinquent Revenue authorizations, claims in the amount of $5,197.07.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0250

WHEREAS, An Agreement for providing professional services in the design of electrification of Market Street Subway, modifications to existing rail vehicle trolley system and tunnel feeders, and related work, has been entered into as a part of Hetch Hetchy's Power Improvement Program in support of the Municipal Railway; and

WHEREAS, The need exists to modify the Agreement to provide for additional professional services; and

WHEREAS, Total payment to the Consultant will be increased from the original amount of $530,000 to $603,131, with the fixed fee increased from $43,700 to $50,192; now therefore, be it

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute Amendment No. 1 to the Agreement with the Consultant, PBQ&D, Inc. and Gibbs & Hill, Inc., a Joint Venture, to undertake the additional professional services required, subject to the approval of the Urban Mass Transportation Administration.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission
at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0251

RESOLVED, That this Commission accepts the work performed under Hetch Hetchy Contract No. 484, Replace Interior Lighting System, O'Shaughnessy Dam, as satisfactorily completed; grants an extension of time of 185 calendar days without penalty because of material delivery; and approves final payment of $8,550.00 in favor of the Contractor, City Appliance and Electric Company.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0252

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD-Contract No. 1672 - Laying of 6-Inch and 8-Inch Ductile Iron Pipe In Lafayette and Main Streets

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a) of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1 (b) as set forth in the permanent list of categorical exemptions adopted by the City Planning Commission on July 25, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0253

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

Water Department Contract No. 1618 - Construction of Fences on Water Department Properties, San Mateo County

and, be it further

RESOLVED, That the activity described hereon is categorically exempt from environmental impact report in accordance with list adopted by the City Planning Commission July 25, 1974, Class 1b.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0251

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call as follows:

WD Contract No. 1683 - Excavation and Repaving for Water Service Trenches

and, be it further

RESOLVED, That in accordance with the provisions of Chapter 31, Section 31.22(a), of the San Francisco Administrative Code, this project is hereby declared to be categorically exempt from the California Environmental Quality Act and is classified as an activity under Class 1b and Class 2 as set forth in the permanent list of categoricaly exemptions adopted by the City Planning Commission on July 25, 1974.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0255

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1659 - Laying of 8-Inch Ductile Iron Main In Stevenson Street between 3rd and 4th Streets - to Dalton Construction in the net amount of $63,773.00, and all other bids for the above described work are hereby rejected.

hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0256

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1134 - 16-Inch Ductile Iron Main Installation in Scott Street between Pacific Avenue and Filbert Street - to McGuire and Hester in the net amount of $79,473.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0257

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0253

RESOLVED, that this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $2,[illegible].33; approves Final Payment in the amount of $7,864.33, in favor of Dalton Construction Company under Water Department Contract No. 1665, 16-Inch and 12-Inch Feeder Main Extension - 17th Street - Rhode Island to Hampshire Street and Harold Avenue - Ocean to Brazil Avenue.

hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0259

WHEREAS, work under Contract WD-1616 has been completed by Raymond International Inc., Centriline Department, Contractor, and

WHEREAS, a claim for extra compensation for additional work has been filed with the City and County of San Francisco under subject contract, and

WHEREAS, the City Attorney's office has recommended payment of all sums admitted by City to be due and not in dispute of the said contract, and

WHEREAS, it is the desire of the Contractor and the City that final payment be made without prejudice to the rights of either party in connection with the above mentioned dispute,

NOW, THEREFORE BE IT RESOLVED, That this Commission hereby approves all of the terms and conditions of that certain agreement relating to said subject between the City and County of San Francisco, Public Utilities Commission, and Raymond International Inc., Centriline Department, a copy of which is on file in the office of this Commission, and authorizes the General Manager of Public Utilities to execute said agreement on behalf of this Commission and the City and County of San Francisco.

And, BE IT FURTHER RESOLVED, That this Commission accepts the work as satisfactorily completed, approves Credit Modification of Contract in the amount of $12,215.00, Authorized Deduction of $1,100.00 as liquidated damages for 24 working days delay and approves final payment in the amount of $16,935.00 to Raymond International Inc., Centriline Department, under Water Department Contract WD-1616, Cement Mortar Line 16-inch, 20-inch, 22-inch and 24-inch pipe in Battery, Sansome, Scott and Other Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0260

WHEREAS, The term of the Lease for vacant land in San Mateo County which may be utilized for any legitimate purpose, awarded by this Commission by Resolution No. 69-0647 adopted August 26, 1969 to Earl Wilms, Martin Wilms, and May Domars, will expire on March 31, 1975; and

WHEREAS, Said Lease provides Lessees with the option to extend the term thereof for an additional five (5) years at a mutually agreed upon rental and other terms and conditions for said extension; and

WHEREAS, Lessees have duly requested that said Lease be extended for five (5) years to March 31, 1980; and

WHEREAS, Lessees are presently not in default of any of the terms or conditions of the Lease;

NOW, THEREFORE, be it

RESOLVED, That this Commission authorizes the negotiation of a right of way lease with Earl Wilms, Martin Wilms, and May Domars on the following conditions:

a) Rent: $500.00 per month plus reimbursement of taxes and assessments;

b) Lease Term: Extended to March 31, 1980;

c) Purpose of Lease: Limited to the installation and maintaining of a parking lot and a directional signboard for the Motel;

d) Eliminate Lessees' right to construct a building or buildings on the demised premises;

e) Public Liability and Property Damage Insurance - $1,000,000/1,000,000/1,000,000;

f) Faithful Performance Bond - $5,500.00 - Equivalent to six months' rent and approximately one year's taxes.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Thomas J. Ryan

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 75-0261

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors a Supplemental Appropriation of funds for the San Francisco Water Department to fund the adjusted wage rates for Class 7358 - Patternmaker for the period April 22, 1975 - June 30, 1975 as established in compliance with Charter Section 8.403.

From:	Account No. 1990 - Unappropriated Balance of Funds San Francisco Water Department	$161.24
To:	Appropriation 5.745.176.000 - Retroactive Wages	161.24

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0262

RESOLVED, That Modification Number 1 to Contract MR-612 (Controller's Number 40519) for the furnishing of 100 Transit Type Diesel Coaches providing a net credit of $89,682.58 (including 6½% California State Sales tax) is approved.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Thomas M. Flynn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0263

RESOLVED, That this Commission accepts the emergency work performed under Contract No. MR-713, 750 H.P. Power Reduction Unit, Repairs and Rebabbitting, Washington-Mason Cable Carbarn, as satisfactorily completed; allows a total of five calendar days of unavoidable delay in the completion of contract work because of the acts of others; approves a Debit Modification of Contract in the amount of $95.00; and approves final payment in the amount of $23,585.00 in favor of the Contractor, B. W. Nicholson Corporation.

I hereby certify that the foregoing resolution was adopted by the Executive Committee at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0261

RESOLVED, That this Commission accepts the work as performed under Contract No. HR-704, Presidio Bus Yard, New Trolley Bus Washer, as satisfactorily completed, allows a total of 223 calendar days of unavoidable delays in the completion of contract work due to adverse weather conditions, the prevention of the Contractor from commencing and presenting the work because of the acts of others, and the inability of the Contractor to procure materials; and approves final payment in the amount of $8,313.23 in favor of the Contractor, McKusick, Pool, Harsh, Incorporated (M.P.H., Inc.).

I hereby certify that the foregoing resolution was adopted by the Executive Committee

at its meeting of JUNE 8 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 75-0265

RESOLVED, That this Commission accepts the work as performed under Contract No. MR-708, Potrero Bus Yard, New Trolley Bus Washer, as satisfactorily completed, allows a total of 142 calendar days of unavoidable delays in the completion of contract work due to adverse weather conditions, other labor trouble, the prevention of the Contractor from commencing and prosecuting the work because of the acts of others, and the inability of the Contractor to procure materials; and approves final payment in the amount of $4,639.85 in favor of the Contractor, Wiegand Engineering Corporation.

I hereby certify that the foregoing resolution was adopted by the Executive Committee at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0266

WHEREAS, A proposal for professional services to plan, design and prepare plans and specifications for the project of penetrating the BART vent shafts at the Embarcadero Station for the purpose of extending the Muni track level of the Market Street Subway at this station has been received from the firm of Foster Engineering, Inc.; and

WHEREAS, It has been determined that the foregoing firm is especially qualified to undertake this assignment; now, therefore be it

RESOLVED, That this Commission hereby approves the selection of Foster Engineering, Inc. for this assignment; and, be it further

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute an Agreement with the aforementioned firm to plan, design and prepare plans and specifications for the Extension of Muni Track Level Through Vent Shafts at Embarcadero Station; and, be it further

RESOLVED, That execution of said Agreement shall be subject to the concurrence of the Urban Mass Transportation Administration of the U. S. Department of Transportation. and, be it further

RESOLVED, That this Commission accepts from the Redevelopment Agency a work order in the amount of $55,000 as the 20% local share of this project of penetrating the BART vent shafts at Embarcadero Station, which project is eligible for 80% Federal financing under the provisions of the Urban Mass Transportation Act, as amended.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0267

WHEREAS, This Commission, by its Resolution Number 75-0127 approved the travel of Fred C. Thomas, Fernand Canepa, and James Clarke to the Mishawaka, Indiana plant of AM General Corporation for the purpose of production inspection of 100 diesel motor coaches; and

WHEREAS, This travel is now completed and these individuals have now returned to their regular duties; now, therefore, be it

RESOLVED, That this Commission hereby approves Traveling Expense vouchers in the below listed amounts covering expenses for the San Francisco Municipal Railway employees listed, incurred in their trip to Mishawaka, Indiana for the performance of duties relating to bus production inspection:

Fred C. Thomas	$1,879.07
Fernand Canepa	943.16
James J. Clarke	$ 731.91

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Thomas M. Flynn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0268

WHEREAS, This Commission, by its Resolution number 75-0191 approved the travel of Patrick R. Kelly to Denver, Colorado, Rochester, New York and Perth Amboy, New Jersey for the purpose of taking depositions of plaintiff in cases involved City & County of San Francisco.

WHEREAS, This travel is now completed and Patrick R. Kelly have now returned to ~~their~~ his regular duties; now, therefore, be it

RESOLVED, That this Commission hereby approves traveling expenses vouchers in the amount of $849.76 covering expenses for Patrick R. Kelly, Deputy City Attorney, incurred in his trip to Colorado, New York and New Jersey performance of duties relating to litigations.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0269

WHEREAS, Ordinance No. 262-74, as amended, 1974-1975 Salary Standardization Ordinance for miscellaneous per diem employees designated certain classifications as craftsmen whom formerly were salaried employees;

and

WHEREAS, The Municipal Railway has one (1) such employees; now, therefore, be it

RESOLVED, That this Commission requests the Mayor's recommendation to the Baord of Supervisors for approval of Municipal Railway's request for supplemental appropriation in the amount of $13,018 to the credit of the following appropriations:

4.735.130.002 Wages - Miscellaneous Employees	$11,144
4.735.863.000 Mandatory Fringe Benefits	
O/E 860 Pension and Retirement Allowance	1,874

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 2 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0270

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Transbay Terminal, and the City Attorney, hereby approves the cancellation and write-off of uncollectible receivable accounts which is more than ninety days past due and the adjustment of estimate receivables, each of May 1975, per list of June 5, 1975, $123.00;

RESOLVED, That this Commission hereby approves suspense settlements, each of May 1975, total cases billed $16,710.0; total suspense settlements, $9,700.11; and approve collections, each of May 1975, amount of $10,941.15, for payment of damage claims which the Municipal Railway has against claimants, per lists of June 5, 1975.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0271

WHEREAS, The members of the Public Utilities Commission of the City and County of San Francisco have learned with feelings of regret that Mr. George Rhodes will soon retire from an active journalistic career; and

WHEREAS, In the course of a thirty-year newspaper career, commencing with the San Francisco Call-Bulletin in 1945 and concluding with the San Francisco Examiner, Mr. Rhodes became a friendly and welcome participant in meetings of the Public Utilities Commission; and

WHEREAS, Without regard to the direction his informed reporting of Utilities affairs assumed, the Commission and its staff has consistently admired the forthright and objective character of his writing; and

WHEREAS, Inasmuch as the members of the Commission have learned that Mr. Rhodes' effective retirement date is July 4, 1975, that the meeting of June 24, 1975, will, in fact, be his last; now, therefore, be it

RESOLVED, That the Public Utilities Commission hereby extends commendations to George Rhodes for his outstanding professional achievement, and best wishes for health and happiness in all of his future endeavors.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 75-0272

WHEREAS, The members of the Public Utilities Commission, cognizant of the fact that the retirement of Lilburn Brynard Delaney was effective May 27, 1975, wish to officially recognize his contribution of service to the City and County of San Francisco as an operator of the Municipal Railway; and

WHEREAS, The record of service of Mr. Delaney abounds with a total of 513 commendations, an accomplishment that explains his having been selected on two occasions as Muni Man of the Month; and

WHEREAS, These achievements, noteworthy as they are, do not adequately convey the true measure of Mr. Delaney -- the warmth and thoughtfulness with which he consistently served the passengers who depended upon him; and

WHEREAS, Mr. Delaney's generous and considerate nature was also bestowed upon fellow workers through his long association with Local 250-A of the Transport Workers Union of America, a relationship that included service as President of the union from September, 1970, until May 27, 1972; now, therefore, be it

RESOLVED, That the Public Utilities Commission, with deep appreciation for past service and sincere best wishes for his future health and happiness, does hereby commend Lilburn Brynard Delaney for his service to the Municipal Railway and the people of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0273

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0271

WHEREAS, It has been the intent of this Commission to provide maximum support to the general City welfare in every legal manner at its disposal, and

WHEREAS, With the approval on this date by this Commission of the "Amendment Agreement Between City and County of San Francisco and Pacific Gas and Electric Company for Disposal of Hetch Hetchy Power" there exists in Hetch Hetchy appropriated funds a surplus of $1,000,000, and

WHEREAS, Section 6.407 of the Charter states that any accumulation in the surplus fund of any utility which exceeds 25% of the total expenditures of that utility for operation, repairs, and maintenance during the preceding fiscal year may be transferred to the General Fund of the City and County, and

WHEREAS, The City Attorney has given his opinion that this excess surplus from Hetch Hetchy may be declared by this Commission to be available to the General Fund; now, therefore, be it

RESOLVED, That this Commission notifies the Mayor and the Board of Supervisors that current estimates and calculations indicate generation of an additional $1,000,000 during 1975-76 from operations of the Hetch Hetchy System resulting in an availability of these funds at the end of the fiscal year 1975-76 for transfer to the General Fund of the City and County; and, be it further

RESOLVED, That this amount is declared to be surplus, which in addition to the support previously supplied to the municipal government by Hetch Hetchy through this Commission in fiscal 1975-76, results in the following effort:

Support of Municipal Railway	$ 4.7	Million
Discounted power to Municipal Departments	4.6	"
Previously Declared Hetch Hetchy Surplus	2.05	"
This Action	1.0	"
Total	$12.35	Million

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

75-0275

WHEREAS, in accord with Resolution [illegible] this day instituted, for operation of vending machine numbers in various municipal buildings; and

WHEREAS, bids were received and publicly opened and now to be acted on in accordance with the [illegible] and

RESOLVED, that this Commission hereby [illegible] Vending Concession Agreement for the exclusive operation of a vending machine service [illegible] municipal building properties under the jurisdiction of the Public Building Commission of Cook County [illegible] Exh. [illegible] attached hereto; and

FURTHERMORE, the term of said agreement shall commence on July 1, 1975, at 12:00 A.M. and, unless sooner terminated as provided herein, shall terminate on June 30, 1976 at 11:59 P.M., the annual consideration to be the minimum sum of $9,000.00 or , and equal to the aggregate of the following fixed and bid percentages of gross receipts derived by the vendor from the operation under said agreement, whichever sum is greater, but in no event shall said annual consideration be less than $3,000.00:

Type of Machine	Percentage of Gross Receipts to Other Municipalities
(A) Hot Drinks	20%
(B) Soft Drinks	15%
(C) Cigarettes	7¢ per package
(D) Candy	15%
(E) Gum and Nuts	15%
(F) Cold Foods	5%
(G) Hot Foods	10%

and be it further

RESOLVED, That all other bids are hereby rejected.

[illegible]

Thomas A. Ryan

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 75-0276

WHEREAS, judgement ordering reinstatement with pay of George Brady, S102 operator, Municipal Railway has been entered; and

WHEREAS, the City Attorney advises against appeal of this action; and

WHEREAS, no funds are available for the purpose set forth in said judgement; now therefore, be it

RESOLVED, that this Commission accepts the recommendation of the City Attorney in the action cited; and be it further

RESOLVED, that this Commission requests the Mayor's recommendation to the Board of Supervisors for approval of Municipal Railway's request for supplemental appropriation in compliance with court order in the amount of $15,200.00 to the credit of the following appropriation;

5.735.804.001.000

Sundry non-passenger & damage judgements	$15,200.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JUNE 24 1975

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 75-0246-MR 6-24-75

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Non-litigated Settlement					
Sik Yeung Lee, guardian ad litem of Sylvia Fong Lee, a minor	73 T 1332-1 $20,000.00	31-1	1-31-74	A	$ 20,000.00
Litigated Settlements - CA Office					
Roberto Alfaro	71 B 1960-6 $50,000.00	6-3	3-16-72	(A $14,200) (B $ 800)	15,000.00
Zoila Baker and Maria Esther Ramos	73 B 2185-1 $25,000.00 (Baker)	2-7+	4-28-74	(A $3,500)	
	73 B 2185-2 $25,000.00 (Ramos)	2-7	4-28-74	(A $3,500)	7,000.00
Jack F. Busey	72 S 0017-1 $500,000.00	6-2	7-7-72	A	220,000.00
Juan Campos	71 B 1960-1 $75,000.00	6-3	3-16-72	A	12,500.00
Charles Clapper	72 B 1420-1 $16,348.50	1-3	1-16-73	(A $7,400) (B $ 100)	7,500.00
Alice Elwell	73 B 0054-1 $150,000.00	2-7+	7-8-73	A	6,250.00
Fong T. Gee	71 T 1150-1 $75,000.00	1-7	1-12-72	A	3,000.00
William H. Horn	72 C 0181-1 $100,000.00	1-8	11-2-72	A	60,000.00
Martha H. Hoy	73 C 0336-2 $50,000.00	1-7+	12-29-73	A	5,500.00
Norris Johnson	73 T 1651-1 $75,000.00	1-7+	4-6-74	A	2,500.00
Don Joseph Loya	72 S 0300-1 $15,000.00	6-2	10-20-72	A	7,500.00
Catherine Minassian (now an adult)	71 B 0760-2 $1,000,000.00	6-3	10-15-71	A	225,000.00

(continued)

Claimant	Acdt.No. & Prayer	Type	Accident Date	PI/ PD	Settlement
Virgil W. Nelson	72 B 1083-1 $125,000.00	1-3	11-19-72	A	$ 42,500.00
Norman A. Stahl and Kay K. Anderson	71 S 0060-2 $10,000.00 (Stahl)	5-3	7-26-71 (Ry) or 7-23-71 (claim)	(A $3,500)	
	71 S 0060-3 $10,000.00 (Anderson)	5-3	7-26-71 (Ry) or 7-23-71 (claim)	(A $1,500)	5,000.00
Lorraine Florence Violett individually and as administratrix of the estate of Albert L. Violett; Glenn Joseph Violett; Lee Gilbert Violett; and Louise Wehser	68 S 0582-38 $355,000.00	5-5	1-3-69	A	25,000.00
Martin Ward	69 S 0443-1 $10,000.00	1-3	12-7-69 (Ry) or 12-8-69 (claim)	(A $1,500) (B $ 500)	2,000.00
Florence E. Welch	71 B 2065-1 $50,000.00 (co-deft to pay same)	6-6	2-1-72	A	15,000.00
Judgments					
Thomas Afra and Gwendolyn Sue Aziz	72 B 2469-2 $2,300.00 (Afra) (includes $37.50 costs, plus interest if demanded)	8-3	5-30-73	(B $2,037.50)	
	72 B 2469-1 $ 583.00 (Aziz) (includes $246.35 costs, plus interest if demanded)	8-3	5-30-73	(B $ 829.35)	2,866.85
					$ 684,116.85

Total settlements: 22

Appro. 4.735.804.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of June 24, 1975.

Thomas A. Ryan

Secretary and Assistant General Manager

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

June 15, 1975

CONTRACT NO.	TITLE	CONTRACT AMOUNT	AUTHORIZED PAYMENTS TO DATE	PERCENT COMPLETED Actual	PERCENT COMPLETED Scheduled	WORKING DAYS BEHIND SCHEDULE	REASON FOR DELAY & OTHER REMARKS
WD-1510	Sunol Valley Water Filtration Plant Enlargement	$ 4,756,970.00	$ 3,363,928.24	79	89	20	Work progressing at normal rate.
WD-1550	Construction of Crystal Springs Balancing Reservoir and Pumping Station	4,666,351.57 (MODIF.)	4,194,000.51	99.9	100	85	Some landscaping remains to be completed. Working on final punch list.
WD-1642	Cutting in 42" Butterfly Valve at Junipero Serra Blvd. and Holloway Ave.	47,357.00	0	17	82		Awaiting fabrication of steel specials.
WD-1648	Excavation and Repaving for Water Service Trenches	83,535.00	40,036.05	56	29		
WD-1666	Remedial Roof Work Central Pump Station	38,003.00	19,197.83	87	100	112	"Monoform" roofing has been applied. 30 day curing period now in effect.
WD-1669	Laying of 8" D.I. Main in Sutter and Powell Streets	82,854.00	0	17	26	3	Spent 3 days test-holing - no production.
WD-1670	Cement Mortar lining - Howard, So. Van Ness, Sanchez and Other Streets	230,960.00	89,800.20	76	100	30	Additional entry holes required.

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

June 15, 1975

The following contracts have been completed since our last report:

CONTRACT NO.	TITLE	COMPLETION DATE
WD-1613	Laying of 12" D. I. Main in Filbert St. between Hyde and Gough Streets	May 20, 1975
WD-1665	Calaveras Dam Repair	May 30, 1975
WD-1668	Laying of 12" and 16" D. I. Mains in Harold Ave. and 17th Street	May 15, 1975

T. B.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOSEPH L. ALIOTO, MAYOR

287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4986

H. WELTON FLYNN
PRESIDENT
JOSEPH P. BYRNE
VICE PRESIDENT
JOSEPH J. DIVINY
HENRY E. BERMAN
DENNIS V. CAREY

JOHN D. CROWLEY
GENERAL MANAGER OF
PUBLIC UTILITIES
THOMAS G. FLYNN
SECRETARY AND
ASSISTANT
GENERAL MANAGER
JOHN M. CHRISTENSEN, JR.
ASSISTANT
GENERAL MANAGER
FINANCE

NOTICE OF PUBLIC HEARING ON PROPOSED APPLICATION WITH THE STATE OF CALIFORNIA FOR GRANTS UNDER ARTICLE XXVI OF THE STATE CONSTITUTION

Notice is hereby given that the Public Utilities Commission of the City and County of San Francisco, will hold a public hearing at 2:30 p.m., Tuesday, June 24,1975, in Room 282, City Hall, for the purpose of considering projects for which financial assistance is being sought from the State of California, pursuant to the provisions of Article XXVI of the State Constitution.

This hearing will consider deferral of certain State highway projects in order that funds allocated for said projects may be diverted to eligible Urban Mass Transit projects as provided in Article XXVI of the State Constitution. Projects to which State gasoline taxes will be applied have already been approved after public hearings and are included in the Transit Improvement Program and System Improvement Program of the Municipal Railway. Estimated project amounts are $750,000 in 1974-75 of which $600,000 is a federal grant and $5,000,000 in 1975-76 of which $4,000,000 is a federal grant.

No persons, families or businesses will be displaced by this project nor will there be any significant deleterious environmental impact upon the urban area. This project conforms to the transit development program and land use and transportation planning in the urban area. The projects have been reviewed by the State Clearinghouse and the Metropolitan Clearinghouse.

The total program has taken into consideration the special needs of the elderly and the physically handicapped persons.

At the hearing, the Public Utilities Commission will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the project. Interested persons may submit orally or in writing evidence and recommendations with respect to said projects.

A copy of the proposed project applications, the program of Section 5 projects, the Transit Development Program for the area, and the draft report describing the environmental, social and economic impacts of the proposed projects are currently available for public inspection at Room 287, City Hall, San Francisco, California.

Thomas G. Flynn
Secretary and Assistant
General Manager

May 23, 1975

6/24

M E M O R A N D U M

June 24, 1975

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

SUBJECT: SAN FRANCISCO WATER DEPARTMENT
MONTHLY REPORT TO THE
GENERAL MANAGER OF PUBLIC UTILITIES

MONTHLY REPORT FOR JUNE 1975

SAN FRANCISCO WATER DEPARTMENT

TO: General Manager of Public Utilities

FROM: General Manager and Chief Engineer

Water Supply:

1. Rainfall: The seasonal rainfall on Peninsula watersheds averaged from 74% to 110% of normal as of June 1; Alameda watersheds averaged from 94% to 115% of normal for the same period.

2. Hetch Hetchy water import: An average of 202.7 million gallons per day (MGD) for the month of May.

3. Sunol Valley Filtration Plant treated 43.7 MGD. San Andreas Filtration Plant treated 54.9 MGD.

4. Consumption (MGD average):

   May 1975 - 303.6)
   May 1974 - 293.9) 3.3 per cent more

   12 months preceding

   June 1, 1975 - 263.8)
   June 1, 1974 - 247.6) 6.5 per cent more

5. Storage (million gallons) as of June 1:

   Alameda Div.

   1975 - 39,179)
   1974 - 23,684) 65.4 per cent more

   Peninsula Div.

   1975 - 22,915)
   1974 - 23,002) 0.4 per cent less

   Total

   1975 - 62,094)
   1974 - 46,686) 33.0 per cent more

Operations and Maintenance

BARTD

Castro Street Station

The contractor has started to install the 8" permanent main in the north side of 17th Street, west of Castro Street.

Embarcadero Station

All work has been completed on the north side of the station.

Main Breaks

On May 16 a main break occurred on the 6" main in Geary at Fillmore Street. It was necessary to replace a ten-foot section to repair this main.

On May 23 the 6" main in Washington at Battery broke and it was necessary to close the freeway off-ramp at Washington Street for several hours until the repairs were completed. Water entered the basement of a nearby building through openings in the building wall and damaged electronic equipment stored in the basement. The extent of the damage has not as yet been evaluated.

Merced Manor System

A 6" regulator was installed between the Sunset system and the Merced Manor System at Havenside and Ocean Avenues. This installation will permit the Merced Manor System to be adequately supplied during periods when the Merced Manor Reservoir or its supply lines are out of service.

Bay Division Pipeline No. 2

This pipeline was taken out of service between Irvington Portal and the Newark valve house in late April in order to make repairs to a joint leak at Newark's Ash Street Recreational Park. Repairs were completed and the pipeline put back in service on May 29.

Work Performed by Conservation Aides

Since the first of the year, the City Distribution Division has used seventeen Field Conservation Aides furnished by the Mayor's Office on various projects throughout the City where regular budget funds have never been available for weeding, cleaning, spading, or planting in such locations as University Mound Reservoir, Stanford Heights Reservoir, Sunset Reservoir, Francisco Reservoir, and other areas in San Francisco. In the near future some of these Aides will be working on Water Department property on the North side of Junipero Serra Boulevard, from Holloway Avenue to the County Line, planting Orchid Rock Rose in an area that has been an eyesore and a cause for citizen complaint for many years.

Peninsula Work Forces

A survey by Peninsula Division indicates approximately 13-1/2 miles of fence are in need of replacement or repair - particularly in the North Peak area - to a minimize intrustion on watershed lands by hikers and motorcyclists. A portion of this work will be done by divisional work forces.

A permanent Laborer position, Peninsula Division, to be reclassified to Gardener to maintain the grounds around Pulgas Temple and Balancing Reservoir, which have been extensively landscaped at a cost of $110,000 in preparation for reopening to the public about July 14, 1975, is being processed by Civil Service Commission. It is hoped the new Gardener position will be approved and filled by July 1, so that proper initial maintenance can be given to ensure that the new plantings will become well established.

Vandalism - Security

On May 28, at Lower Crystal Springs, the launch was damaged and the rowboat sunk by vandals. The suspects were apprehended and turned over to San Mateo Police. Damage to the launch is estimated at over $1,000.

A total of 157 trespassers were evicted from Peninsula watershed property during the month; 35 contact cards were issued; 27 eluded the efforts of Watershed Keepers to apprehend them; and 16 Citations were issued for swimming in the reservoirs.

PH of Water

Messrs. Frye, Boyd and Tracy met with Messrs. Levy, Barron and Friedland of the Department of Public Works on the 19th of May to discuss the PH of water being served in San Francisco. PH had been ranging between 8 and 9. Members of the Department of Public Works stated that the State mandated sewage effluent must not exceed a PH of 8.5, but felt they could get a variance to 9. It was agreed that the Water Department would attempt to control the PH of its water so as not to exceed 8.5. The new control has been established, and it has been possible to provide water with a PH not exceeding 8.5.

Crystal Springs Golf Course

Mr. Frye accompanied Mr. Frank Sylvester, Regional Director, Bureau of Outdoor Recreation, to Crystal Springs Golf Course on the 3rd of June to review and approve plans for construction of cart paths.

Visitors

On the 4th of June Mr. Knight, Director of Water Supply, Hong Kong, was in to discuss water supply problems and receive an orientation on the San Francisco system. Many of his problems were the same as those facing this Department.

Recreational Development of Filoli and Crystal Springs Watershed

Mr. Frye met with Supervisor Jean Fassler on June 4th to discuss recreational development of the Filoli estate and the Crystal Springs watershed, and the closing of Sawyer Camp Road. Closure of this road has long been an objective of the Department because of the trespassing and vandalism that have occurred throughout its length. Unfortunately, the Supervisor was not too sanguine about the chances of closing the road.

Regional Service Committee

On June 11 Mr. Frye and Mr. Tanaka of the Land Division together with Mr. Carter, Assistant Manager, Alameda Division, attended the Regional Service meeting at Sunol for officials of Alameda County.

Sunset Reservoir

Work continues on the south basin, Sunset Reservoir leakage problem. Repair work was completed by California Caulking Co. but the main source of leakage has not yet been located.

U. S. Fish and Wildlife Service

Mr. Charles R. Matzker of the U. S. Fish and Wildlife Service discussed with Messrs. Frye and Boyd on June 12th the plan of the Federal Government to establish a preserve on the salt flats in Alameda County from north of the approach to the Dumbarton Bridge southward across our pipeline right of way and beyond the S. P. Railroad. A trail system is contemplated, one of which would transverse the area from north to south adjacent to the Bay. It was agreed that appropriate fencing and patrolling would be provided by the Federal Government to protect the pipelines and the valve house. A written proposal for the participation of the Water Department will be submitted to this office. Final action will be subject to P.U.C. approval.

Calaveras Dam

Repairs were completed on May 30th, and the State Division of Safety of Dams has reinstated the permit for operation of the Dam to its full capacity. Until repairs were completed the State Division of Safety of Dams had required the level of the lake to be held 30 feet below the spillway.

San Mateo County Meetings

The following meetings were attended by Mr. Kelleher, Peninsula Division Manager:

1) On May 13th the Watershed Advisory Committee of San Mateo County conducted a public hearing to receive input from the public concerning the preliminary recreational master plan for the Filoli Estate. This plan which incorporates a Cultural Center, Horticultural Preserve, Archaeological Site and a Public Golf Course was discussed at length. Statements by the public indicated general acceptance of the plan but many voiced opposition to the construction of

a golf course on the property. Another public hearing will be held within three weeks, at which time the Committee will make its final recommendations.

2) On May 14th at a meeting of the San Mateo County Park & Recreation Commission, the possible abandonment of Sawyer Camp Road was discussed. The Commission voted to recommend to the San Mateo County Board of Supervisors that Sawyer Camp Road be abandoned with the following conditions:

a) a) San Francisco grant an easement to San Mateo County along the road for a hiking, biking and riding trail.
   b) Establishment of a permit system to allow the elderly and handicapped to travel the road in vehicles.
   c) Installation of a similar trail through Watershed lands from Hillcrest Avenue northerly to the PG&E valve lot on Skyline Boulevard.

Water Sales

Total Collections

May 1975	May 1974	Decrease
$2,039,767	$2,053,159	$13,392

Net Paying Sales

Fiscal Year 1974-1975	Fiscal Year 1973-1974	Increase
$2,243,896	$1,966,641	$277,255

Leases and Permits

Rents for the month of April included:

Santa Clara Sand and Gravel	$[illegible],541.61
Crystal Springs Golf Course	$[illegible],094.35
Sunol Golf Course	$3,780.68

Delinquent Accounts

The status of the delinquent account of Roy Kruse in the amount of $4,671.59 remains in the hands of the City Attorney's Office.

Continuing Programs

Safety

Vehicular Inspections

Routine 10,000-mile inspections were conducted on 37 vehicles.

Vehicular Accidents

During the month of May there were 3 accidents in 2 of which the Department drivers were at fault. Our frequency rate for all accidents was 13.93 per million miles while driving 215,437 miles.

Industrial Accidents

There were 3 lost time injuries in May. There are a total of 18 for the calendar year.

Service Renewals

	May 1975	Fiscal Year 1974-1975
Replacement of old, corroded, or undersized piping	518	4,714

Meter Repairs

	May 1975	Fiscal Year 1974-1975
CDD - all sizes	322	4,388
Peninsula (inspected and repaired as needed	18	168
Contract Program 1, 1-1/2, and 2-inch	-0-	356

Flushing

Flushing was conducted in the Summit Reservoir area bounded by Moraga, 16th Avenue, Laguna Honda Boulevard and Dewey Boulevard.

	May 1975	Fiscal Year 1974-1975
Mains (all sizes) Linear Feet	55,400	522,300
Number of individual flushings to correct objectionable conditions	17	221

Litton CARLISLE

645 HARRISON STREET
SAN FRANCISCO 94107
TELEPHONE 421-2746

To duplicate this order refer to

No. 2873